

# **TERMINAL CHART NOTAMs**

## **Chart NOTAMs for Airport UDD**

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** Immediately  
**End Date:** Until Further Notice

(All SIDs) EFF 7 MAY 09 add reference note to chart heading: For lost comms after take-off refer to charts 30-2X7/30-2X8.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** Immediately  
**End Date:** Until Further Notice

(30-3) SIDs AKSINYINO 14D and 32D withdrawn.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** Immediately  
**End Date:** Until Further Notice

UFN twys A1, A12, N, P4, P5, P6, P8 and P9 closed. Taxiing along twys A4, A6, A7 and A9 prohibited in daytime when VIS 2000m and less and at night.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** Immediately  
**End Date:** Until Further Notice

(30-3A/D/E/F/G/H/J/K/L) Reference note in chart heading should read: For transition from BITSA, LO & WT refer to charts 30-3P/Q. For transition from DK & WZ refer to chart 30-3Q.

## General Info

Moscow, RUS

N 55° 24.5' E 37° 54.5' Mag Var: 8.7°E

Elevation: 593'

Public, IFR, Control Tower, Customs, Landing Fee,

Jet Starting Unit available

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+3:00 uses DST

## Runway Info

Runway 14C-32C 8530' x 148' concrete

Runway 14L-32R 12448' x 174' concrete

Runway 14R-32L 11483' x 197' concrete

Runway 14C (137.0°M) TDZE 585'

Lights: Edge

Runway 14L (137.0°M) TDZE 551'

Lights: Edge, ALS, Centerline

Runway 14R (137.0°M) TDZE 593'

Lights: Edge, ALS, Centerline, TDZ

Runway 32C (317.0°M) TDZE 538'

Lights: Edge

Runway 32L (317.0°M) TDZE 531'

Lights: Edge, ALS, Centerline

Runway 32R (317.0°M) TDZE 519'

Lights: Edge, ALS, Centerline, TDZ

## Communications Info

ATIS **128.3**

ATIS **122.95** Non-English

Domodedovo Tower **129.0** Secondary

Domodedovo Tower **124.4** Secondary

Domodedovo Tower **119.7**

Domodedovo Tower **119.45** Secondary

Domodedovo Tower **118.6**

Domodedovo Apron 2 Ground Control **123.75**

Domodedovo Apron 1 Ground Control **129.0** Secondary

Domodedovo Apron 1 Ground Control **124.4** Secondary

Domodedovo Apron 1 Ground Control **119.0**

Domodedovo Clearance Delivery **129.15**

Domodedovo Approach Control **129.0** Secondary

Domodedovo Approach Control **124.4** Secondary

Domodedovo Approach Control **120.6**

Domodedovo Radar **129.0** Secondary

Domodedovo Radar **127.7** MF

Domodedovo Radar **124.4** Secondary

Domodedovo Radar **119.45** Secondary

Domodedovo Transit Operations **130.6**

## Notebook Info

**UDD/DME**  
**DOMODEDOVO****JEPPESEN**  
22 MAY 09 **30-1P** **Eff 4 Jun****MOSCOW, RUSSIA**  
**AIRPORT BRIEFING**

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**1. GENERAL**

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**1.1. ATIS**ATIS 128.3  
122.95 (Russian)**1.2. NOISE ABATEMENT PROCEDURES**

Noise abatement procedures shall be executed by all ACFT.

**1.3. LOW VISIBILITY PROCEDURES**The procedures shall be applied when RVR is less than 600m.  
Pilots will be informed via ATIS or by ATC controller.

After CAT II or IIIA landing the crew must report the vacating of RWY and ILS critical area to Tower after passing the last yellow light of TWY centerline with alternating green-yellow lights.

After landing on RWY 14R the flight crew shall vacate the RWY along TWY A7, A8, A9, A11, then proceed along the green lights of TWY M centerline under control of TWR controller.

After landing on RWY 32R the flight crew shall vacate the RWY along TWY B3, B1 then proceed along the green lights of TWY centerline under control of TWR controller. When vacating the RWY along TWY B1 the flight crew shall taxi along the centerline lights of Taxiway T1 (TR T1) under control of the Taxiing controller. After passing the last green light of the centerline of TWY B3, Taxiway T1 (TR T1), further taxiing shall be carried out only after "Follow me" car.

The flight crew of the departing ACFT shall proceed along TWY centerline to the RWY holding position and report TWR controller about ACFT reaching red stop bar.

**1.4. RWY OPERATIONS**

RWY 14C/32C shall be used for take-off only.

**1.5. TAXI PROCEDURES**

Taxiway H4 (TR H4) and 24 (TR 24) MAX wingspan 126'/38.5m.

Taxiway 3 (TR 3) MAX wingspan 200'/61m.

Taxiway H1 (TR H1) from Taxiway T1 (TR T1) to Taxiway 3 (TR 3) MAX wingspan 213'/65m.

Taxiing and towing of ACFT with wingspan exceeding 166'/50.5m along Taxiway H3 (TR H3) on segment from Taxiway T2 (TR T2) to start-up point 13 is prohibited.

Taxiing of ACFT with wingspan exceeding 142'/43.3m along Taxiway H3 (TR H3) on segment from start-up point 13 to the point between stands 62A and 35 is prohibited.

Do not stop on TWY T2 between Taxiway H3 (TR H3) and H4 (TR H4).

Taxiing of ACFT with wingspan exceeding 72'/22m along taxiway 34 (TR 34) is prohibited.

Taxiing on apron for all types of helicopters prohibited, taxiing shall be carried out by towing.

Taxiing along Taxiways T1 (TR T1), T2 (TR T2), TWYs T2 and B1 thru B8 strictly along centerline with inner engines power.

Use Taxiway T2 (TR T2) between TWY B4 and Taxiway H2 (TR H2) at reduced speed with Follow-me car.

**UDD/DME**  
**DOMODEDOVO****JEPPESEN**  
22 MAY 09 **30-1P1** Eff 4 Jun**MOSCOW, RUSSIA**  
**AIRPORT BRIEFING**

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## 1. GENERAL

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### 1.6. PARKING INFORMATION

Stands 2 thru 22 equipped with visual docking guidance system SAFEDOCK, ACFT speed MAX 4m/sec within the range of coverage.

Stands 41, 41A, 42, 119, 120 and 120A available for run-up.

Stand 109A available for helicopter.

### 1.7. OTHER INFORMATION

Birds.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

MAX 270KT below FL 98.

### 2.2. NOISE ABATEMENT PROCEDURES

Crews shall maintain the prescribed STAR routes, and, in case of deviation from them, join the assigned track immediately.

#### APPROACH PROCEDURE

RWY 32R is noise preferential RWY and shall be used to the greatest extent possible. If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a PICs request deviate from the provisions given below, if it is necessary for safety reasons.

#### Restrictions

Immediately prior to the final approach pilots should avoid excessive rates of descent when leaving holding areas or the occupied height.

Change of flight configuration and speed shall be carried out according to the requirements of the Airplane Flight Manual.

During instrument as well as visual approach it is not allowed to fly below ILS glide path angle.

Noise abatement procedures shall not envisage the increasing of indicated rate of descent.

A displacement of THR shall not be used as a noise abatement measure.

'AIR GROUND' communication shall be reduced to absolute minimum.

### 2.3. CAT II/III OPERATIONS

RWYs 14R and 32R approved for CAT II/III operations, special aircrew and ACFT certification required.

**UDD/DME**  
**DOMODEDOVO**

1 MAY 09

**JEPPESEN**  
**30-1P2**

Eff 7 May

**MOSCOW, RUSSIA**  
**AIRPORT BRIEFING**

### 3. DEPARTURE

#### 3.1. SPEED RESTRICTIONS

MAX 270KT below FL 98.

#### 3.2. NOISE ABATEMENT PROCEDURES

##### 3.2.1. TAKE-OFF AND CLIMBING PROCEDURE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

RWYs 14R/L/C are noise preferential RWYs and shall be used to the greatest extent possible.

##### **Restrictions**

During take-off from RWYs 32L/R/C pilots shall strictly comply with the established departure procedures to avoid overflying the residential areas of the APT and Domodedovo town.

Change of flight course after take-off is permitted only after reaching 990 ' (397').

##### **Noise Abatement Procedures NADP1 and NADP2**

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
 1 MAY 09 **30-2** **Eff 7 May**

**MOSCOW, RUSSIA**  
**TRANSITION**

ATIS <b>128.3</b> (Russian 122.95)	Apt Elev <b>593'</b>	Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 3880' ( <b>3287'</b> )	(QFE)
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**BD 1**  
**TO WT**

**BD 2**  
**TO LO**

### TRANSITIONS

FROM NORTH

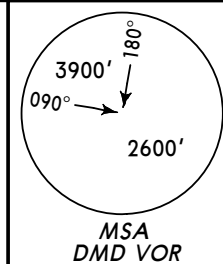
FOR LO STARS REFER TO CHARTS 30-2T TO 30-2V

FOR WT STARS REFER TO CHARTS 30-2N TO 30-2S

FOR ARRIVALS FROM LO & WT

REFER TO CHARTS 30-2X1 & 30-2X2

**~~SPEED~~ MAX 270 KT BELOW FL98**



**SAVELOVO**  
**1285 SW**  
 N56 22.0 E037 26.0

**BOGDANOVO**  
**360 BD**  
 N57 06.0 E037 43.0



**SHEREMETYEVO**  
**114.6 MR**  
 N55 57.7 E037 20.9

**CHELOBITYEVO**  
**680 BP**  
 N55 54.0 E037 41.0

**DEDUM**  
 N55 50.0 E037 04.3

**VINLI**  
 N55 52.0 E037 51.0  
 (MR R-099/D17.9)

**ARSEP**  
 N55 42.3 E036 58.0

**LEDNI**  
 N55 39.0 E037 51.0  
 (DMD R-343/D15.9)

**GOTMA**  
 N55 38.3 E037 01.3

**KARTINO**  
**1215 WT**  
 N55 35.0 E037 47.0

**KLIMOVSK**  
**1005 LO**  
 N55 21.0 E037 32.0

**DOMODEDOVO**  
**113.3 DMD**  
 N55 23.3 E037 54.8

FL CONVERSION  
 FL397 **FL12100m**  
 FL98 **FL3000m**  
 FL59 **FL1800m**

ALT/HEIGHT CONVERSION  
 QNH (QFE)  
 3880' (**3287' - 1000m**)

**UDD/DME**  
**DOMODEDOVO**

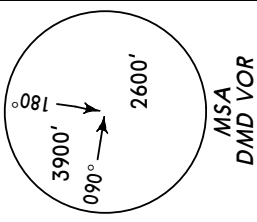
**JEPPESSEN**  
1 MAY 09 **(30-2A)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**TRANSITION**

ATIS  
**128.3** (Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (**3287'**)



**MF 1**  
TO WT

**MF 2**  
TO LO

**TRANSITIONS**

FROM EAST

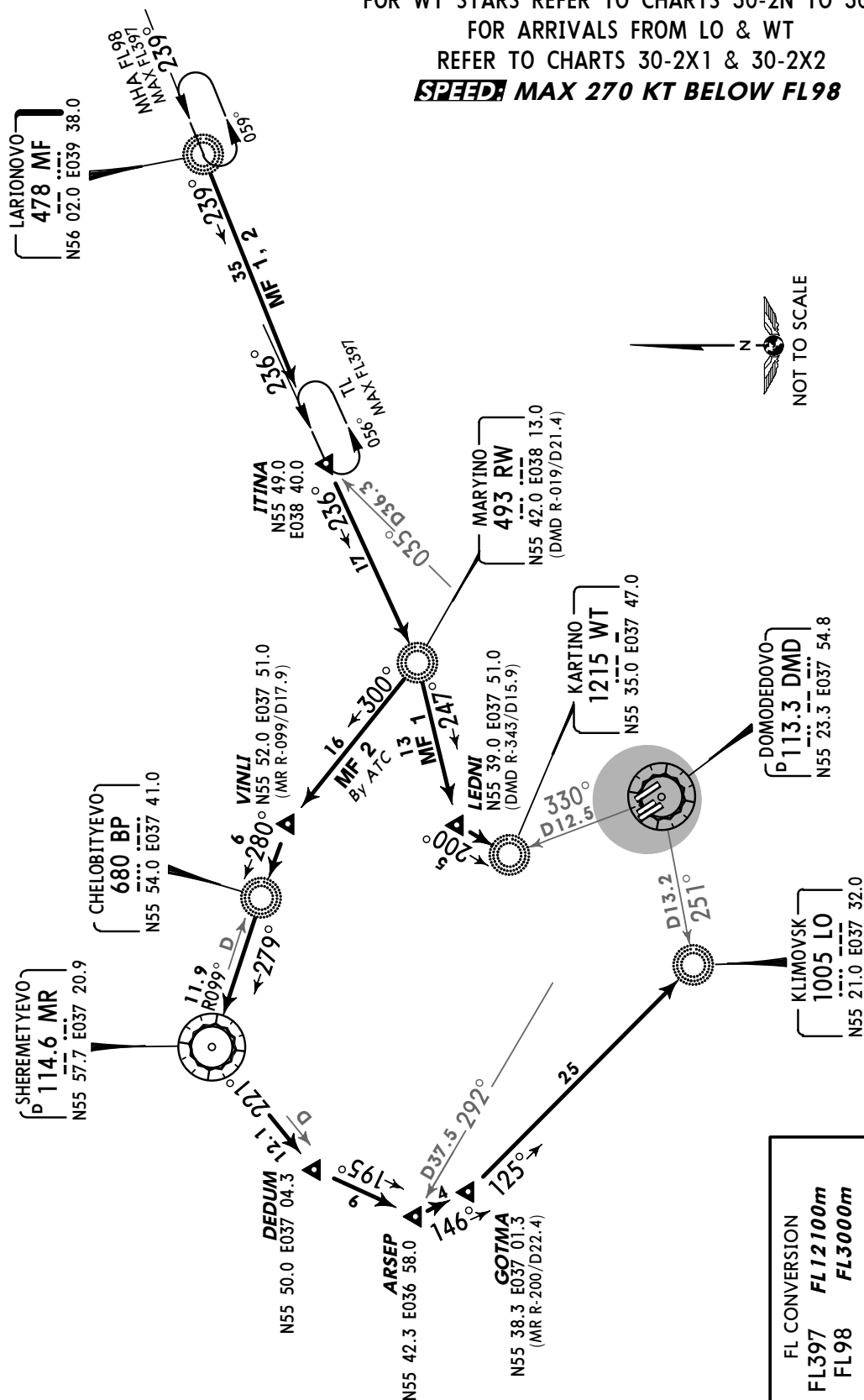
FOR LO STARS REFER TO CHARTS 30-2T TO 30-2V

FOR WT STARS REFER TO CHARTS 30-2N TO 30-2S

FOR ARRIVALS FROM LO & WT

REFER TO CHARTS 30-2X1 & 30-2X2

**SPEED: MAX 270 KT BELOW FL98**



FL CONVERSION  
**FL397 FL12100m**  
**FL98 FL3000m**

ALT/HEIGHT CONVERSION  
QNH (QFE)  
**3880' (3287' - 1000m)**

**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
6 NOV 09 **(30-2B)**

**MOSCOW, RUSSIA**  
**TRANSITION**

ATIS <b>128.3</b> (Russian 122.95)	Apt Elev <b>593'</b>	Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 3880' ( <b>3287'</b> )	(QFE)
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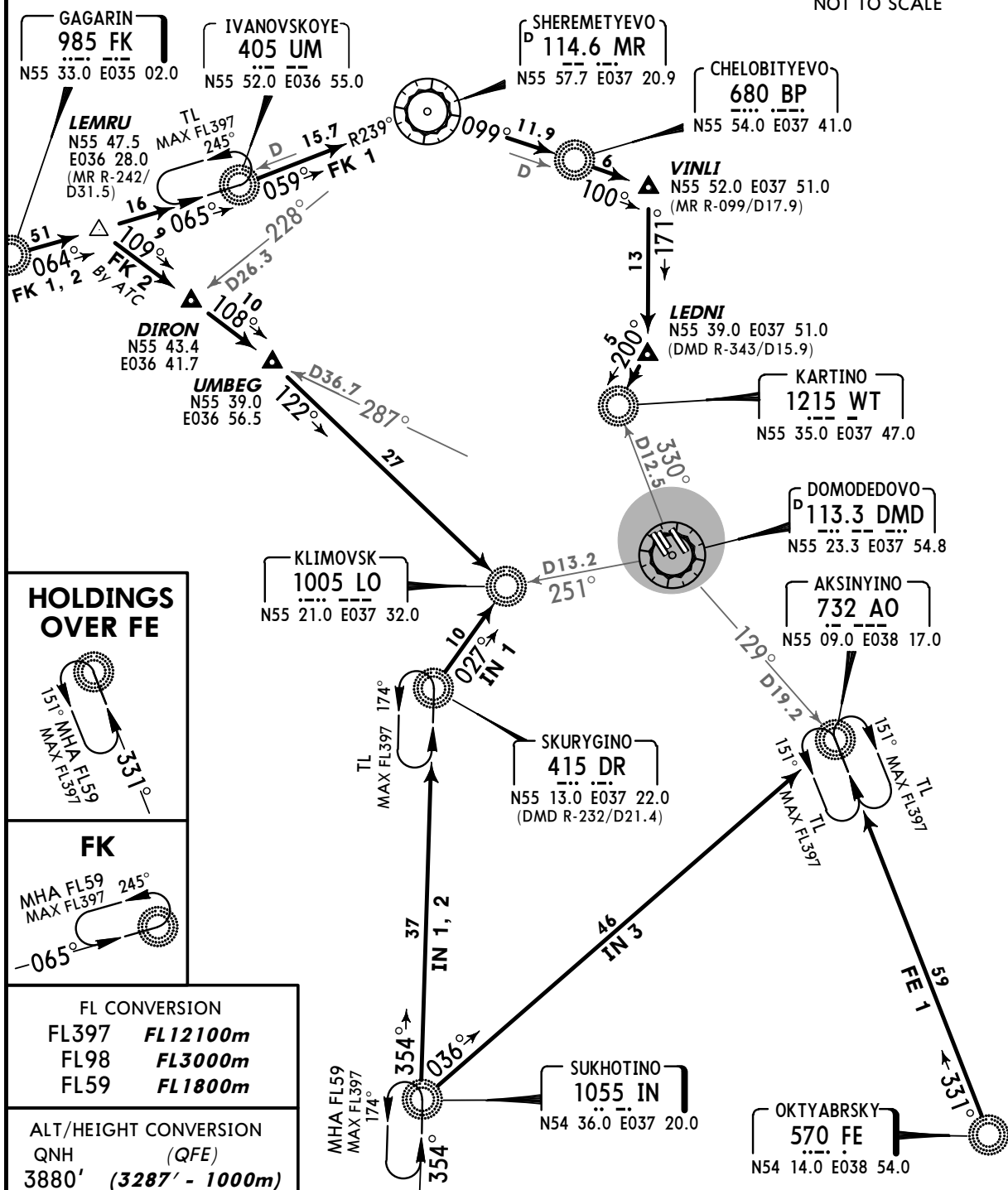
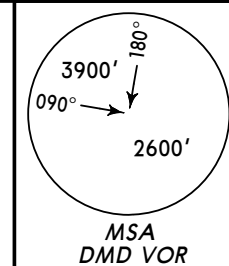
**FE 1, IN 3 TO AO**      **FK 1 TO WT**      **FK 2, IN 1 TO LO**      **IN 2 TO DR**

### TRANSITIONS

FROM SOUTH & WEST

FOR AO STARS REFER TO CHARTS 30-2D TO 30-2H  
FOR DR STARS REFER TO CHARTS 30-2V5, 30-2W & 30-2X  
FOR LO STARS REFER TO CHARTS 30-2T TO 30-2V  
FOR WT STARS REFER TO CHARTS 30-2N TO 30-2S  
FOR ARRIVALS FROM AO, DR, LO, RW & WT  
REFER TO CHARTS 30-2X1 & 30-2X2

**SPEED MAX 270 KT BELOW FL98**





**UUDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
6 NOV 09 (30-2C)

**MOSCOW, RUSSIA**  
**TRANSITION**

ATIS <b>128.3</b> (Russian <b>122.95</b> )	<i>Apt Elev</i> <b>593'</b>	Alt Set: MM (hPa on request) QNH on request <b>(QFE)</b> Trans level: By ATC Trans alt: 3880' <b>(3287')</b>
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## TRANSITIONS

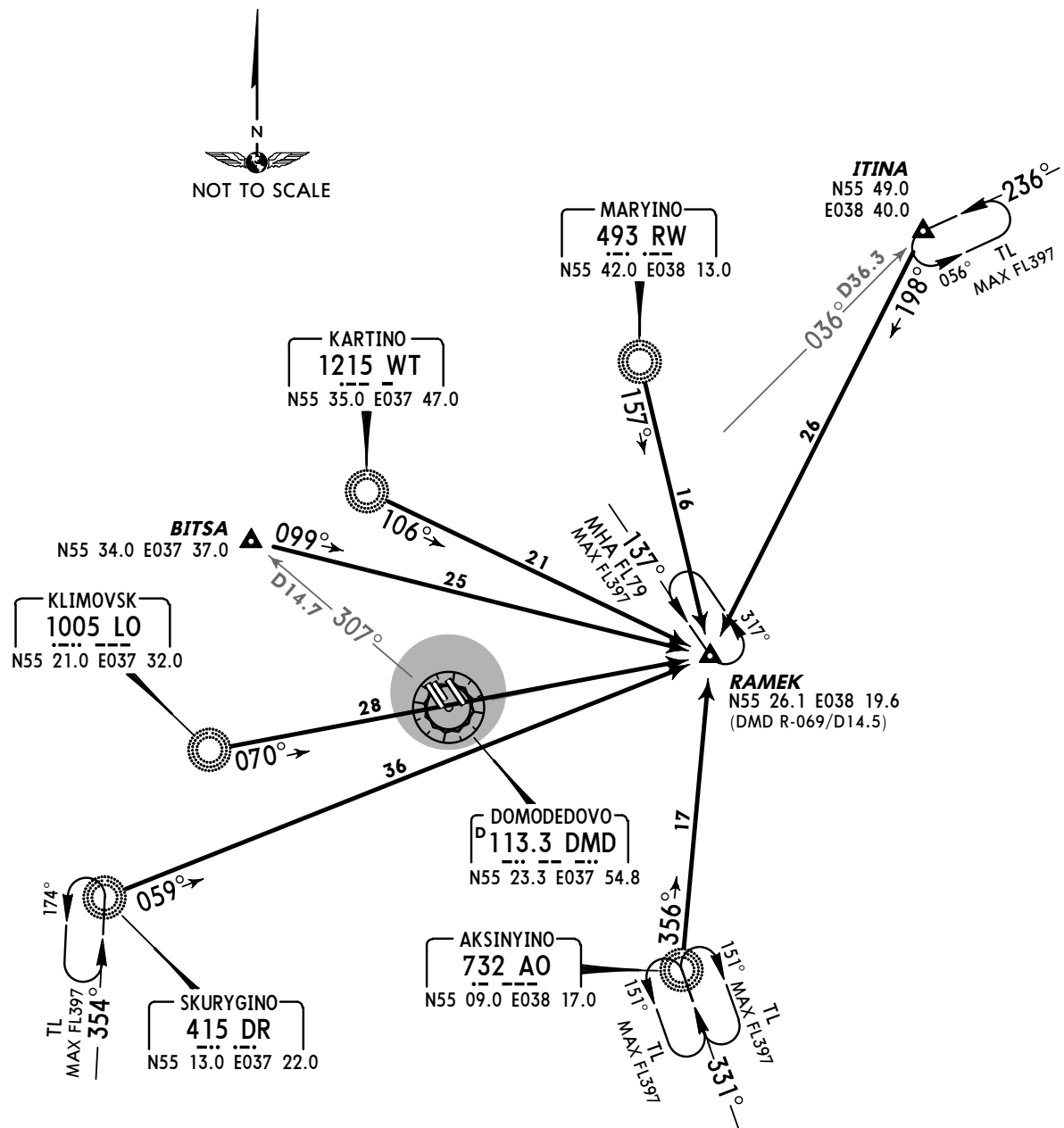
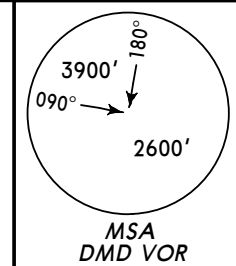
TO RAMEK

BY ATC

## FROM NORTH, SOUTH & WEST

FOR RAMEK STARS REFER TO CHARTS 30-2V3 & 30-2V4

***SPEED: MAX 270 KT BELOW FL98***



FL CONVERSION	
FL397	<b>FL12100m</b>
FL98	<b>FL3000m</b>
FL79	<b>FL2400m</b>
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	<b>(3287' - 1000m)</b>

**CHANGES:** QO renamed AO.

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**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
6 NOV 09 **(30-2D)**

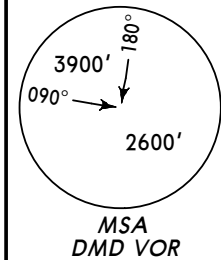
**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**AKSINYINO 14A (AO 14A)**  
**AKSINYINO 14B (AO 14B)**  
**RWYS 14R/L ARRIVALS**  
**~~SPEED~~ MAX 270 KT BELOW FL98**



**D12.5 DMD**  
N55 30.6 E037 36.9  
(DMD R-297)  
(111° brg to DM)

At 3550'  
**(2957')**

**VIDKA**  
N55 32.8 E037 42.6  
(134° brg to DM)

**D12 DMD**  
N55 30.2 E037 37.5  
(110° brg to DM)

At 3550'  
**(2957')**

**320 DM**  
N55 25.7 E037 51.9

**887 W**  
N55 25.9 E037 54.0

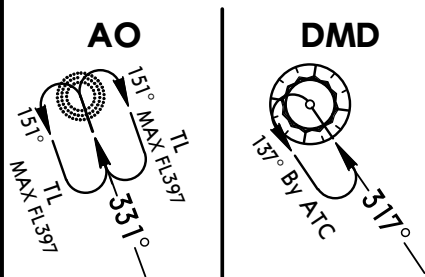
**D4.9 DMD**  
N55 22.8 E037 46.2  
(DMD R-256)

**D4.5 DMD**  
N55 22.3 E037 47.0  
(031° brg to DM)

**DOMODEDOVO**  
**113.3 DMD**  
N55 23.3 E037 54.8  
At or above  
FL49



**HOLDINGS OVER**



**FL CONVERSION**

FL397 **FL12100m**  
FL98 **FL3000m**  
FL49 **FL1500m**

**ALT/HEIGHT CONVERSION**

QNH **(QFE)**  
3880' **(3287' - 1000m)**  
3550' **(2957' - 900m)**

**AKSINYINO**  
**732 AO**  
N55 09.0 E038 17.0

**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
6 NOV 09 **(30-2E)**

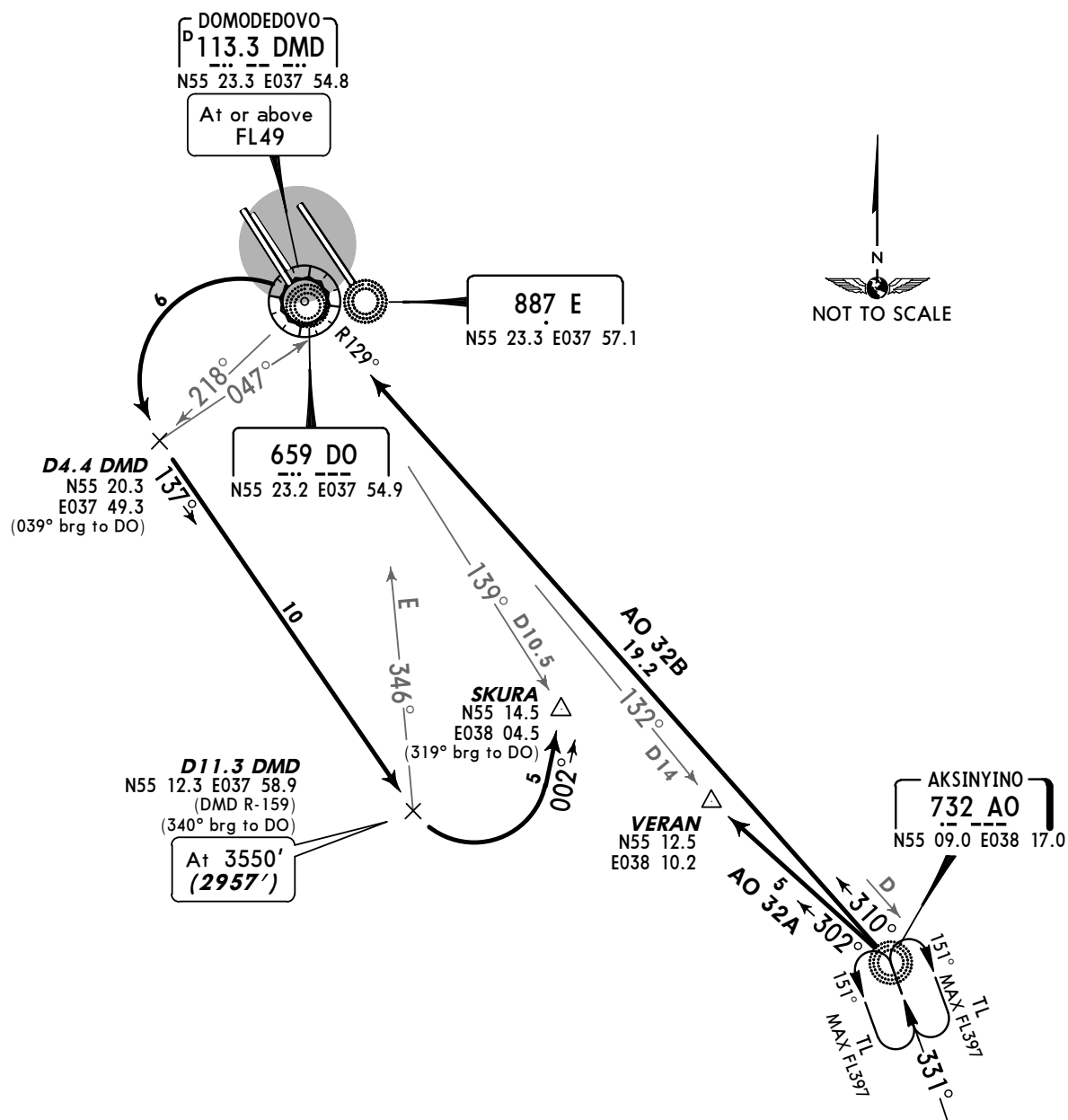
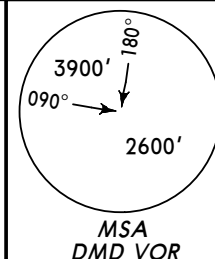
**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

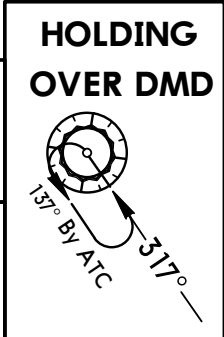
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**AKSINYINO 32A (AO 32A)**  
**AKSINYINO 32B (AO 32B)**  
**RWYS 32L/R ARRIVALS**  
**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
6 NOV 09 **(30-2F)**

**MOSCOW, RUSSIA**  
**STAR**

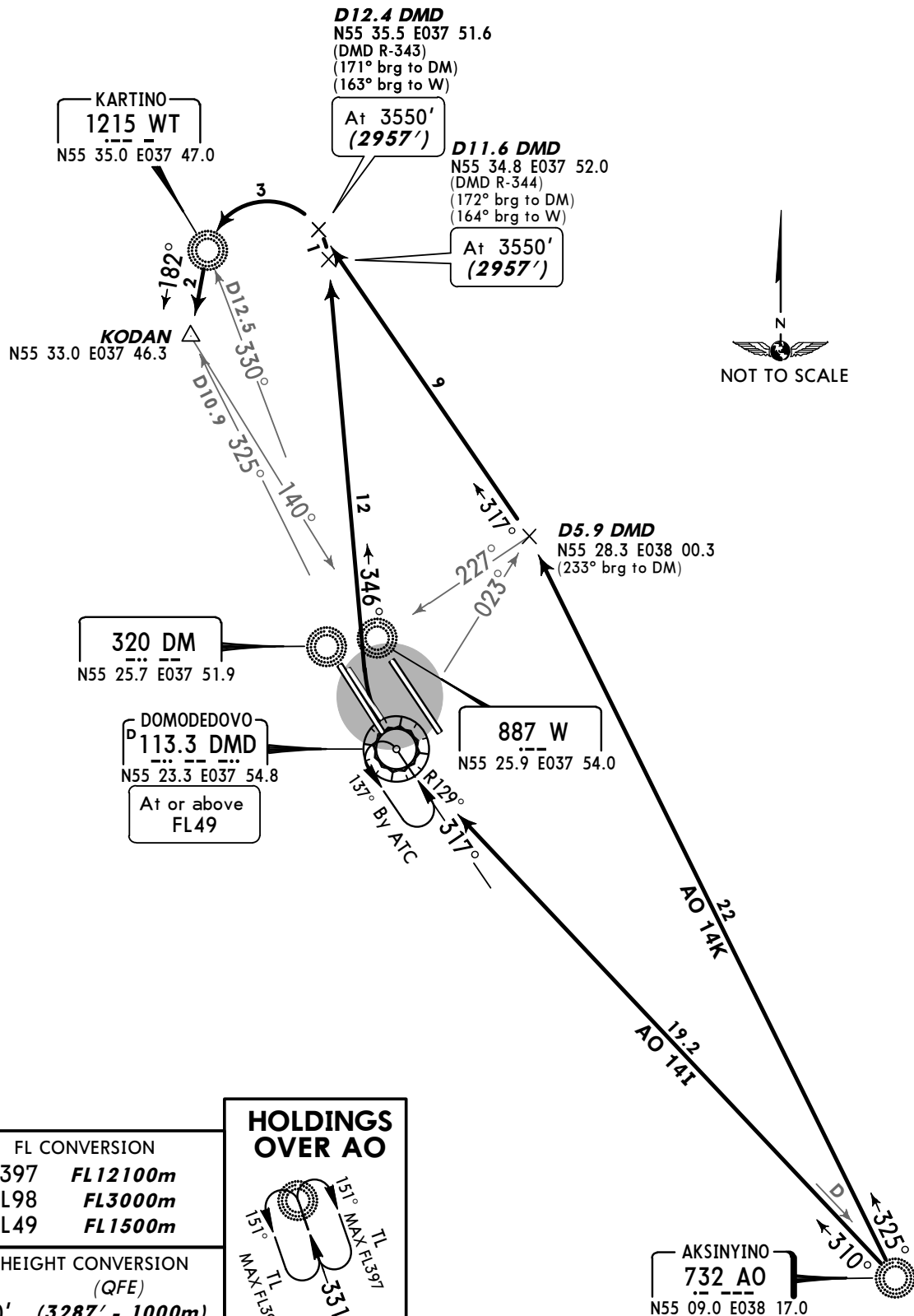
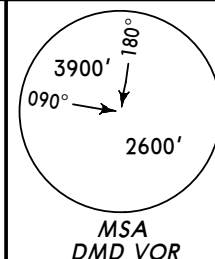
ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

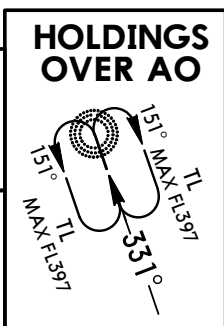
**AKSINYINO 14I (AO 14I)**  
**AKSINYINO 14K (AO 14K)**  
**RWYS 14R/L ARRIVALS**  
**BY ATC**

**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL397	<b>FL12100m</b>
FL98	<b>FL3000m</b>
FL49	<b>FL1500m</b>

ALT/HEIGHT CONVERSION	
QNH	<b>(QFE)</b>
3880'	<b>(3287' - 1000m)</b>
3550'	<b>(2957' - 900m)</b>



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
6 NOV 09 **(30-2G)**

**MOSCOW, RUSSIA**  
**STAR**

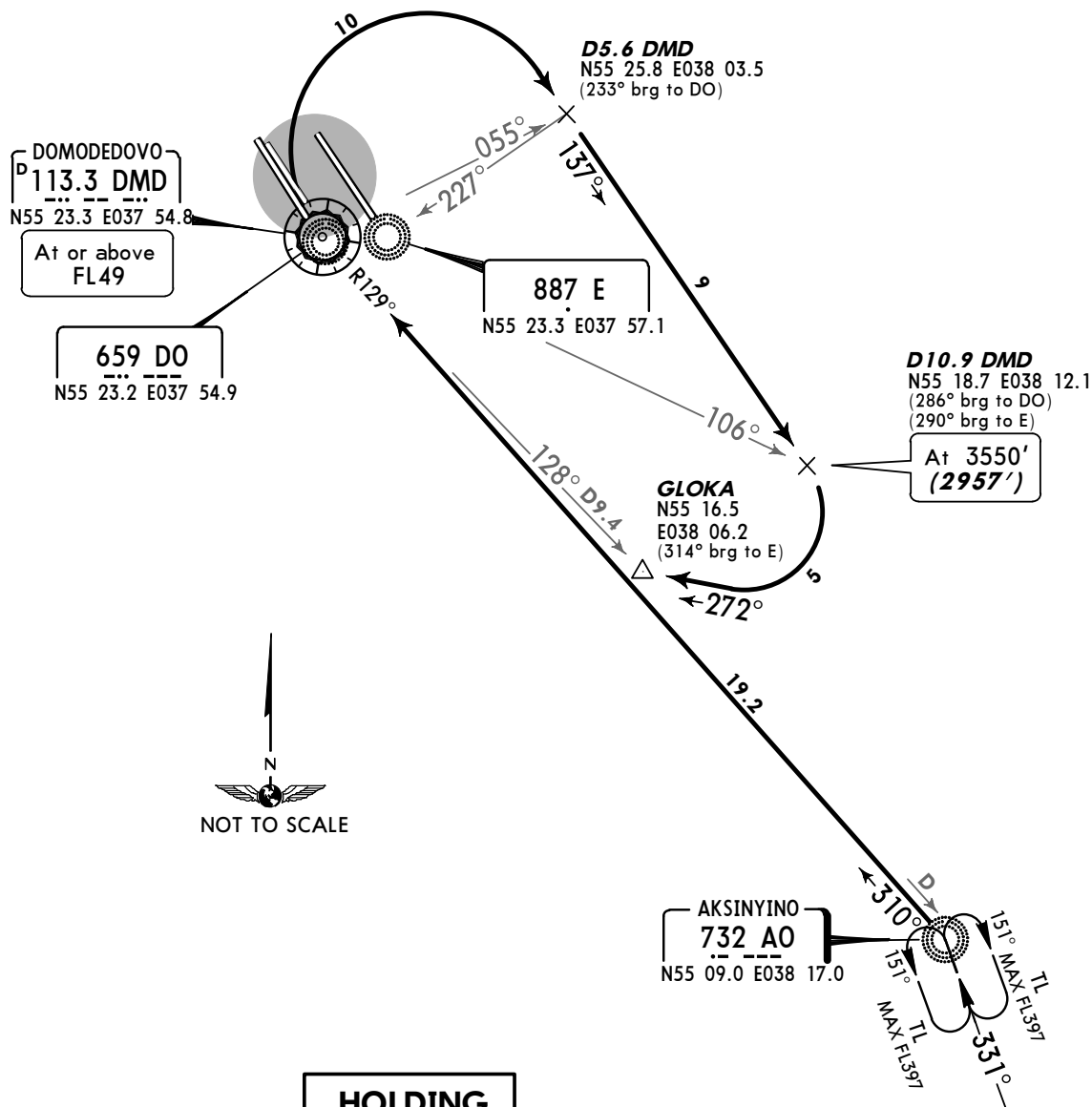
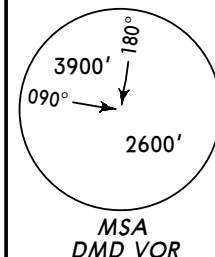
ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**AKSINYINO 32I (AO 32I)**  
**RWYS 32L/R ARRIVAL**  
**BY ATC**

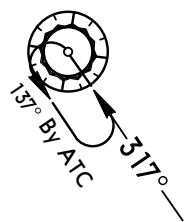
**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION  
FL397 **FL12100m**  
FL98 **FL3000m**  
FL49 **FL1500m**

ALT/HEIGHT CONVERSION  
QNH **(QFE)**  
3880' **(3287' - 1000m)**  
3550' **(2957' - 900m)**

**HOLDING OVER DMD**



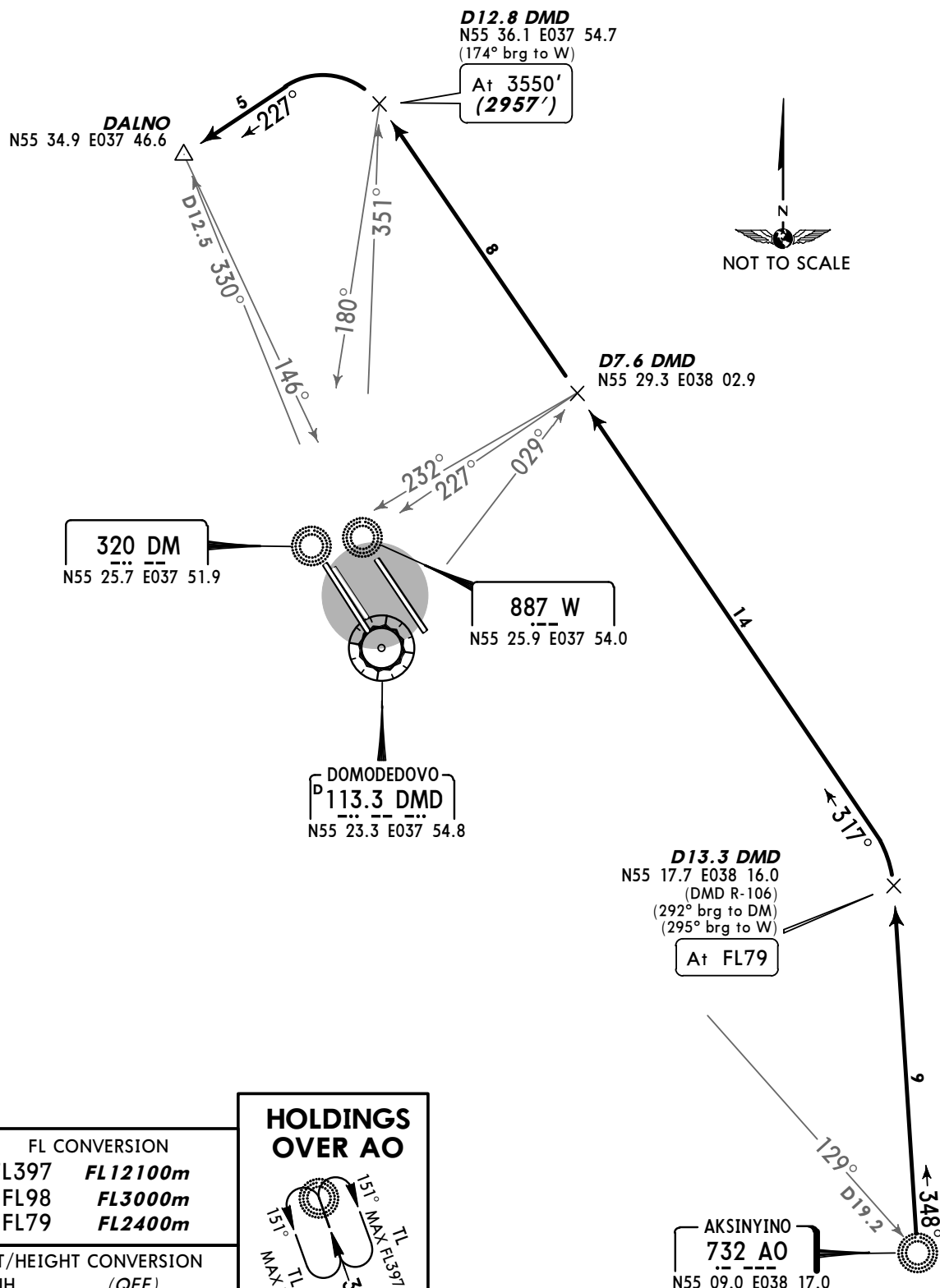
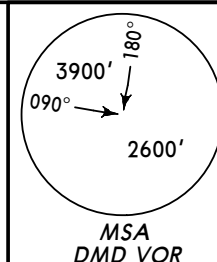
**UUDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
6 NOV 09 (30-2H)

**MOSCOW, RUSSIA**

ATIS <b>128.3</b> (Russian <b>122.95</b> )	<i>Apt Elev</i> <b>593'</b>	Alt Set: MM (hPa on request) QNH on request <b>(QFE)</b> Trans level: By ATC Trans alt: 3880' <b>(3287')</b> Execute noise abatement procedures according to ICAO DOC 8168.
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AKSINYINO 14M (AO 14M)  
RWYS 14R/L ARRIVAL  
BY ATC  
***SPEEDS MAX 270 KT BELOW FL98***



FL CONVERSION	
FL397	<b><i>FL12100m</i></b>
FL98	<b><i>FL3000m</i></b>
FL79	<b><i>FL2400m</i></b>
ALT/HEIGHT CONVERSION	
QNH	( <i>QFE</i> )
3880'	<b><i>(3287' - 1000m)</i></b>
3550'	<b><i>(2957' - 900m)</i></b>

## HOLDINGS OVER AO



**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
 6 NOV 09 **(30-2J)**

**MOSCOW, RUSSIA**  
**STAR**

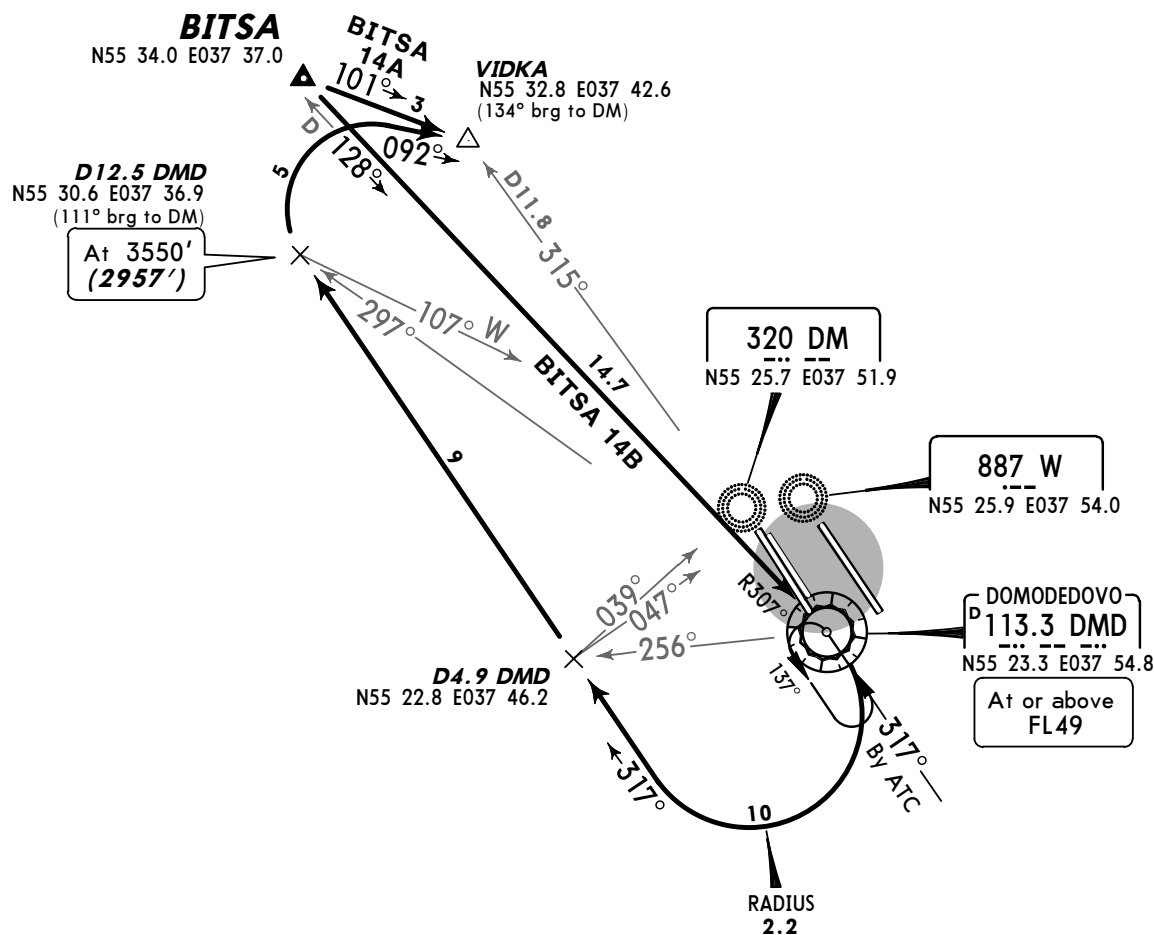
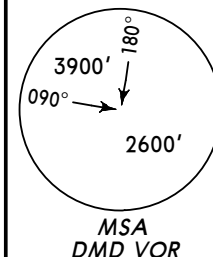
ATIS  
**128.3**  
 (Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
 Trans level: By ATC Trans alt: 3880' **(3287')**  
 Execute noise abatement procedures according to ICAO DOC 8168.

**BITSA 14A [BIT14A]**  
**BITSA 14B [BIT14B]**  
**RWYS 14R/L ARRIVALS**  
 BY ATC

**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL98	<b>FL3000m</b>
FL49	<b>FL1500m</b>
ALT/HEIGHT CONVERSION	
QNH	<b>(QFE)</b>
3880'	<b>(3287' - 1000m)</b>
3550'	<b>(2957' - 900m)</b>



**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 **(30-2K)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**STAR**

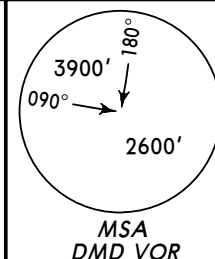
ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**BITSA 32A [BIT32A]**  
**BITSA 32B [BIT32B]**  
**RWYS 32L/R ARRIVALS**  
**BY ATC**

**~~SPEED~~ MAX 270 KT BELOW FL98**



**BITSA**

N55 34.0 E037 37.0



**DOMODEDOVO**  
**113.3 DMD**  
N55 23.3 E037 54.8  
At or above  
**FL49**



**887 E**  
N55 23.3 E037 57.1

**659 DO**  
N55 23.2 E037 54.9

**D4.4 DMD**  
N55 20.3 E037 49.3  
(039° brg to DO)

**D10.6 DMD**  
N55 12.9 E037 58.4  
(DMD R-160)  
(340° brg to DO)  
(347° brg to E)

At 3550'  
**(2957')**

**SKURA**  
N55 14.5 E038 04.5  
(319° brg to DO)

**D11.3 DMD**  
N55 12.3 E037 58.9  
(DMD R-159)  
(340° brg to DO)

At 3550'  
**(2957')**

FL CONVERSION  
FL98 **FL3000m**  
FL49 **FL1500m**

ALT/HEIGHT CONVERSION  
QNH **(QFE)**  
3880' **(3287' - 1000m)**  
3550' **(2957' - 900m)**

**HOLDING**  
**OVER DMD**





**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 **(30-2L)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**STAR**

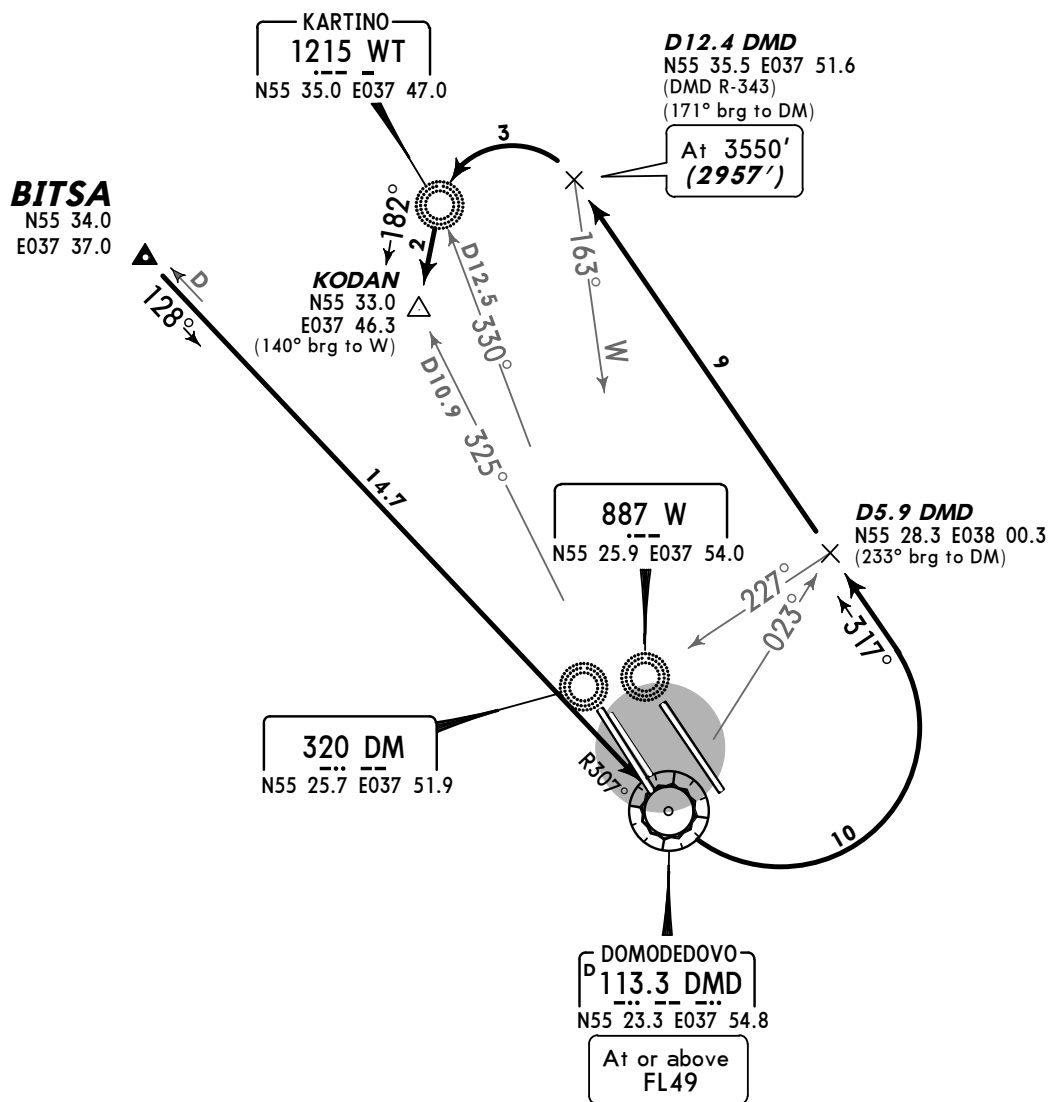
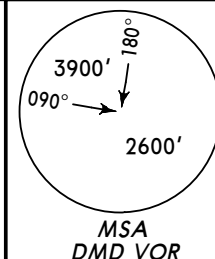
ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

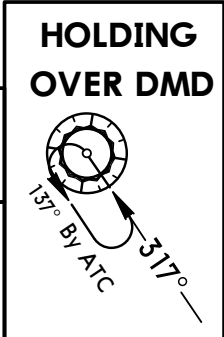
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**BITSA 14I [BIT14I]**  
**RWYS 14R/L ARRIVAL**  
**BY ATC**

**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL98	<b>FL3000m</b>
FL49	<b>FL1500m</b>
ALT/HEIGHT CONVERSION	
QNH	<b>(QFE)</b>
3880'	<b>(3287' - 1000m)</b>
3550'	<b>(2957' - 900m)</b>



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
 1 MAY 09 **(30-2M)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**STAR**

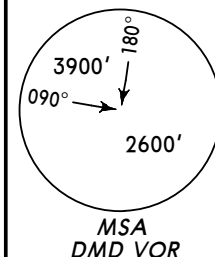
ATIS  
**128.3**  
 (Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
 Trans level: By ATC Trans alt: 3880' **(3287')**  
 Execute noise abatement procedures according to ICAO DOC 8168.

**BITSA 32I [BIT32I]**  
**BITSA 32K [BIT32K]**  
**RWYS 32L/R ARRIVALS**  
 BY ATC

**~~SPEED~~ MAX 270 KT BELOW FL98**



**BITSA**

N55 34.0 E037 37.0



**DOMODEDOVO**  
**113.3 DMD**  
 N55 23.3 E037 54.8  
 At or above  
 FL49

**659 DO**  
 N55 23.2 E037 54.9

**887 E**  
 N55 23.3 E037 57.1

**D5.3 DMD**  
 N55 26.5 E038 02.2  
 (DMD R-044)  
 (223° brg to DO)

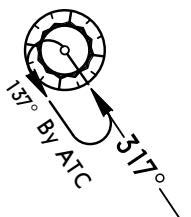
**D5.6 DMD**  
 N55 25.8 E038 03.5  
 (DMD R-055)  
 (233° brg to DO)

**D10 DMD**  
 N55 19.2 E038 10.8  
 (285° brg to DO)  
 (289° brg to E)  
 At 3550'  
**(2957')**

**D10.9 DMD**  
 N55 18.7 E038 12.1  
 (DMD R-106)  
 (286° brg to DO)  
 (290° brg to E)  
 At 3550'  
**(2957')**

**GLOKA**  
 N55 16.5 E038 06.2  
 (314° brg to E)

**HOLDING**  
**OVER DMD**



FL CONVERSION  
 FL98 **FL3000m**  
 FL49 **FL1500m**

ALT/HEIGHT CONVERSION  
 QNH **(QFE)**  
 3880' **(3287' - 1000m)**  
 3550' **(2957' - 900m)**

**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
1 MAY 09 **(30-2N)** **Eff 7 May**

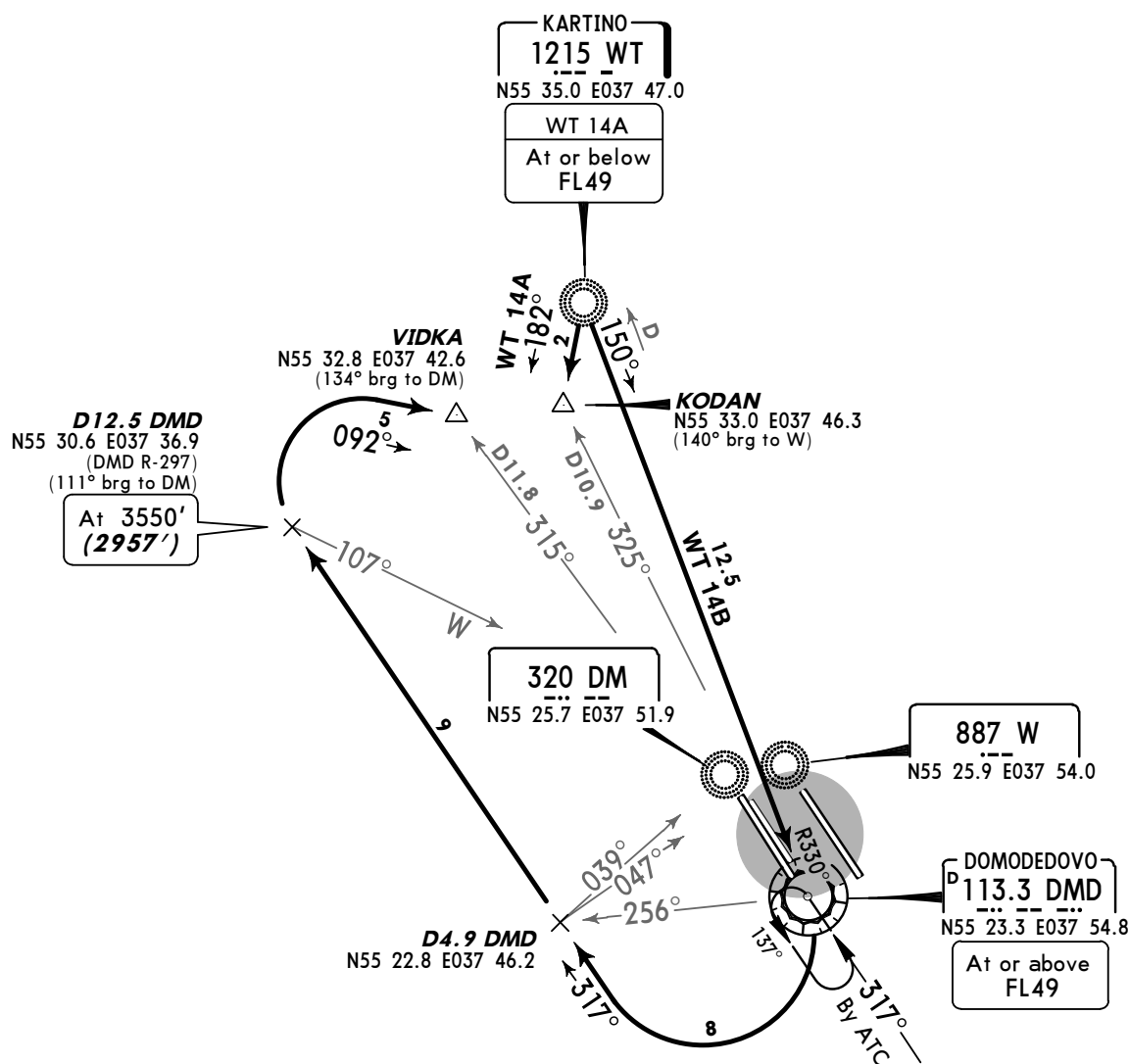
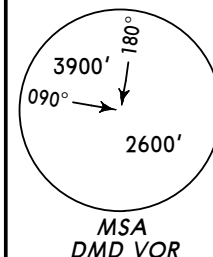
**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**KARTINO 14A (WT 14A)**  
**KARTINO 14B (WT 14B)**  
**RWYS 14R/L ARRIVALS**  
**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL98	<b>FL3000m</b>
FL49	<b>FL1500m</b>
ALT/HEIGHT CONVERSION	
QNH	<b>(QFE)</b>
3880'	<b>(3287' - 1000m)</b>
3550'	<b>(2957' - 900m)</b>



**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
1 MAY 09 (30-2P) Eff 7 May

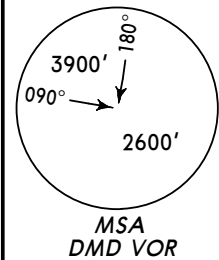
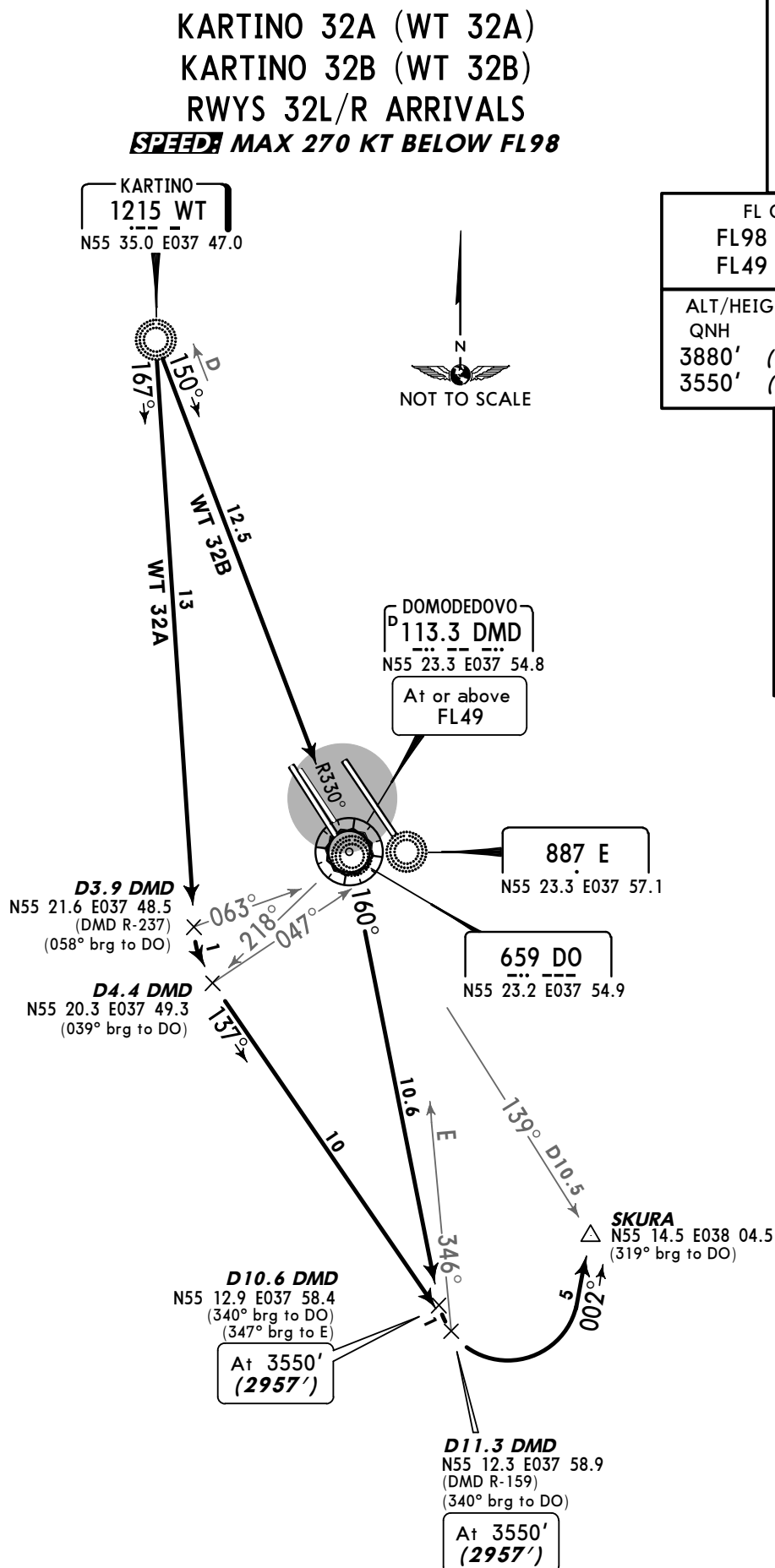
**MOSCOW, RUSSIA**

**STAR**

ATIS  
128.3  
( Russian 122.95)

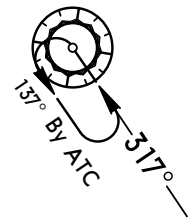
*Apt Elev*  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.



FL CONVERSION	
FL98	<b><i>FL3000m</i></b>
FL49	<b><i>FL1500m</i></b>
ALT/HEIGHT CONVERSION	
QNH	( <i>QFE</i> )
3880'	<b><i>(3287' - 1000m)</i></b>
3550'	<b><i>(2957' - 900m)</i></b>

## HOLDING OVER DMD



**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 **(30-2Q)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

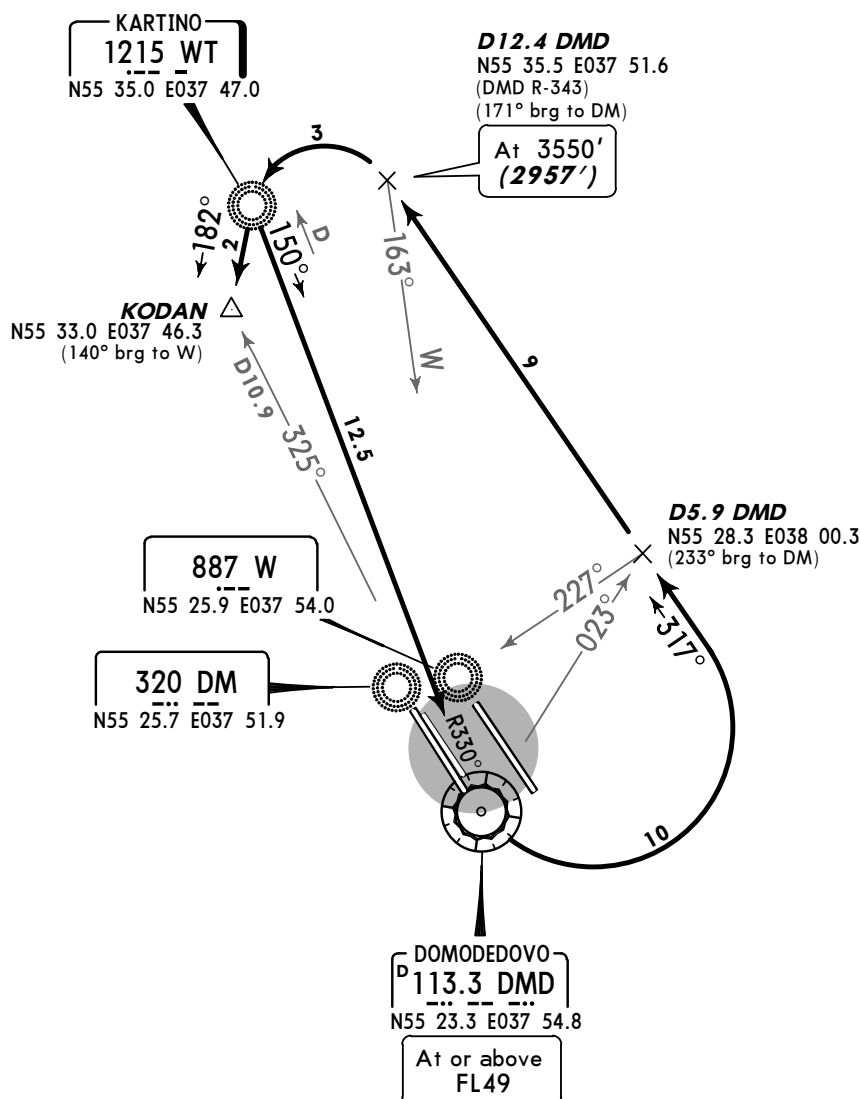
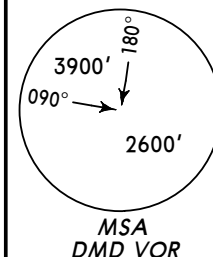
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**KARTINO 14I (WT 14I)**

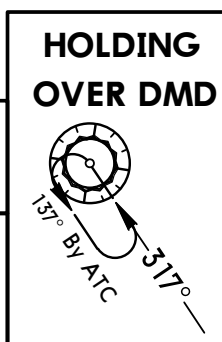
**RWYS 14R/L ARRIVAL**

**BY ATC**

**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL98	<b>FL3000m</b>
FL49	<b>FL1500m</b>
ALT/HEIGHT CONVERSION	
QNH	<b>(QFE)</b>
3880'	<b>(3287' - 1000m)</b>
3550'	<b>(2957' - 900m)</b>



**UUDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 (30-2S) Eff 7 May

**MOSCOW, RUSSIA**

**STAR**

ATIS  
128.3  
( Russian 122.95)

*Apt Elev*  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

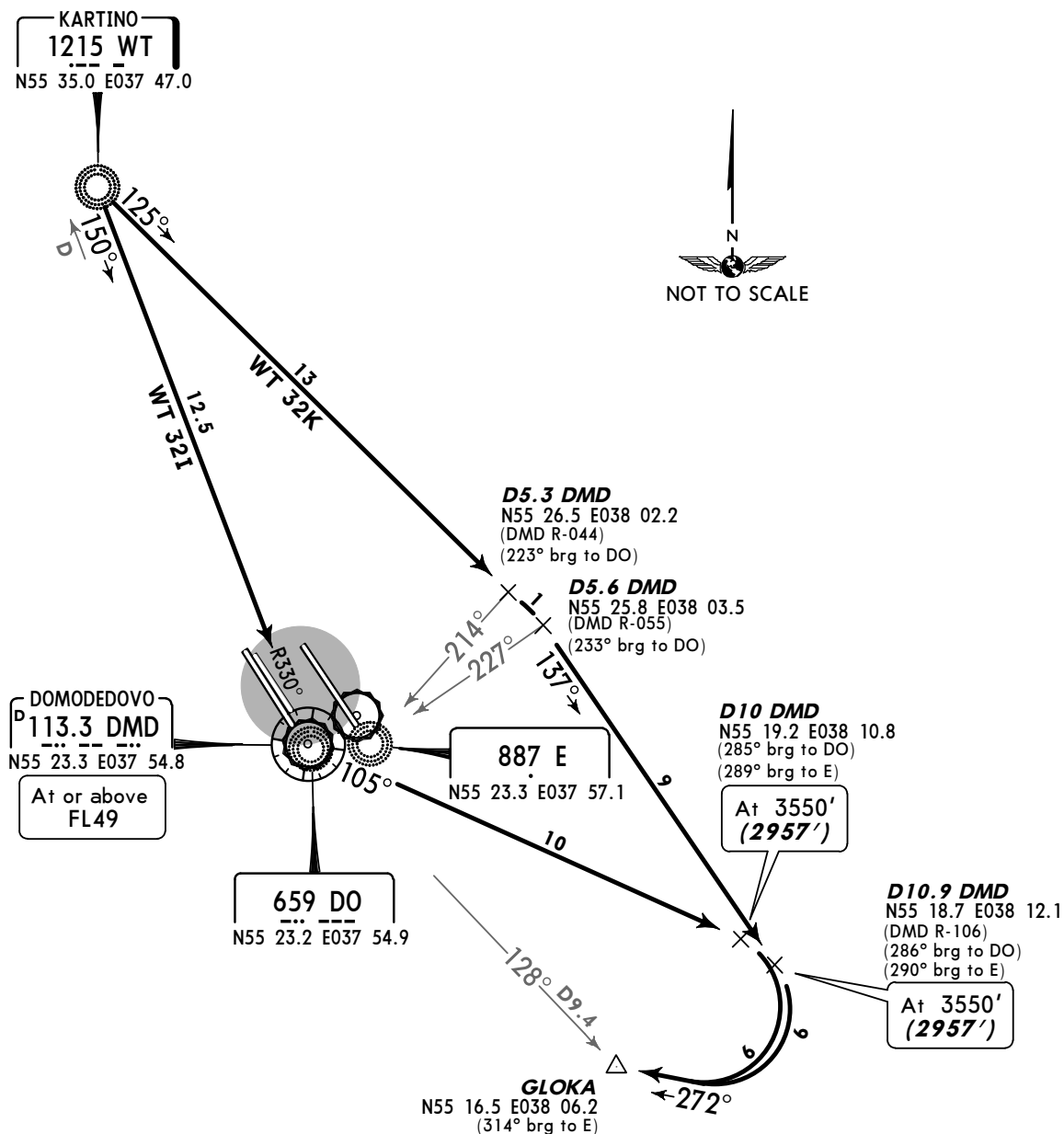
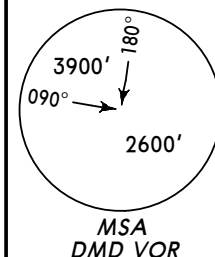
**KARTINO 32I (WT 32I)**

## KARTINO 32K (WT 32K)

## RWYS 32L/R ARRIVALS

BY ATC

**SPEED: MAX 270 KT BELOW FL98**



FL CONVERSION  
FL98 ***FL3000m***  
FL49 ***FL1500m***

**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
3880' (3287' - 1000m)  
3550' (2957' - 900m)

## HOLDING OVER DMD



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
1 MAY 09 **(30-2T)** **Eff 7 May**

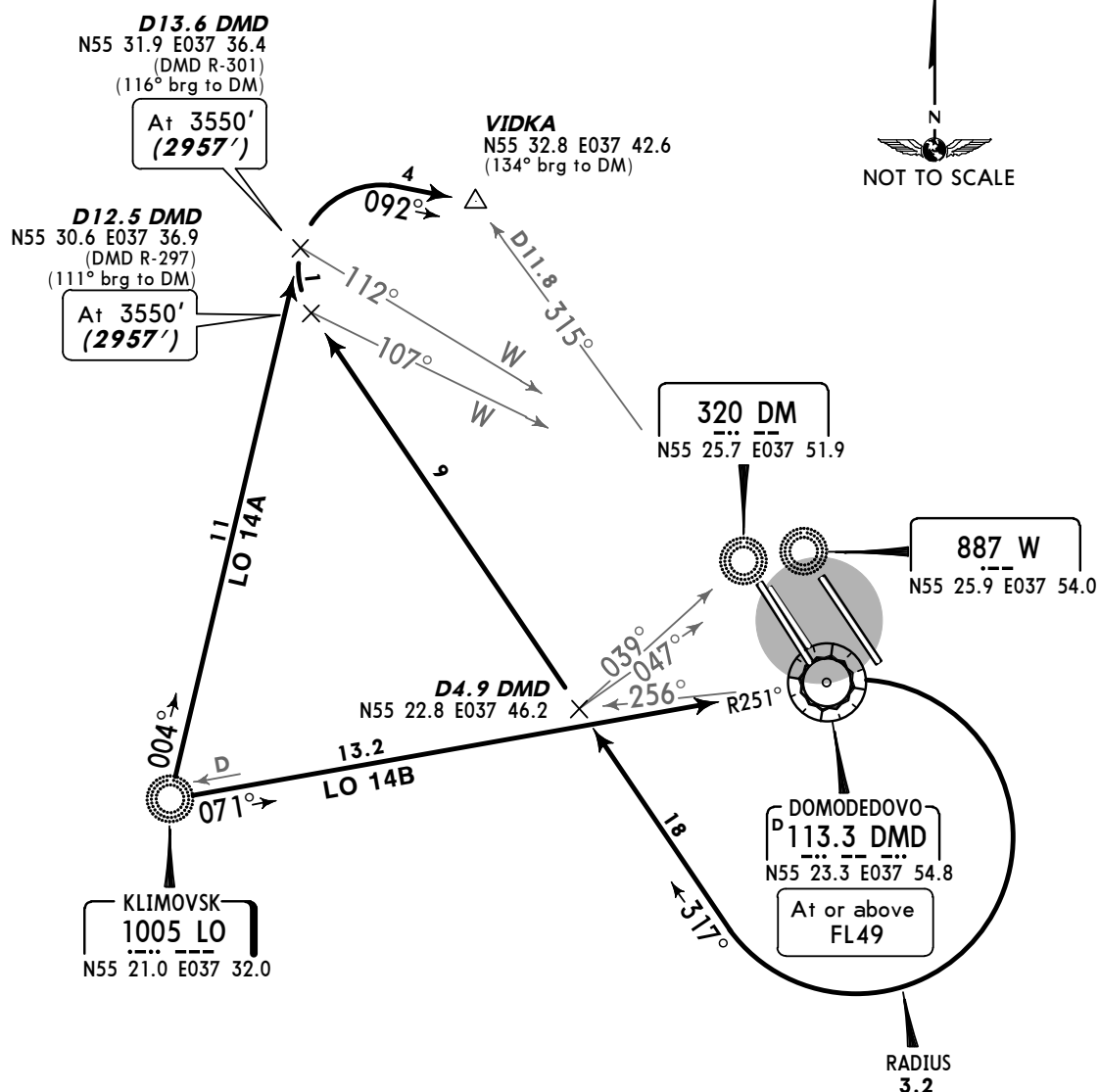
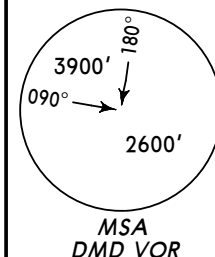
**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

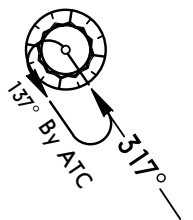
Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**KLIMOVSK 14A (LO 14A)**  
**KLIMOVSK 14B (LO 14B)**  
**RWYS 14R/L ARRIVALS**  
**~~SPEED~~ MAX 270 KT BELOW FL98**



**HOLDING**  
**OVER DMD**



FL CONVERSION  
FL98 **FL3000m**  
FL49 **FL1500m**

ALT/HEIGHT CONVERSION  
QNH **(QFE)**  
3880' **(3287' - 1000m)**  
3550' **(2957' - 900m)**

**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
1 MAY 09 **(30-2U)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

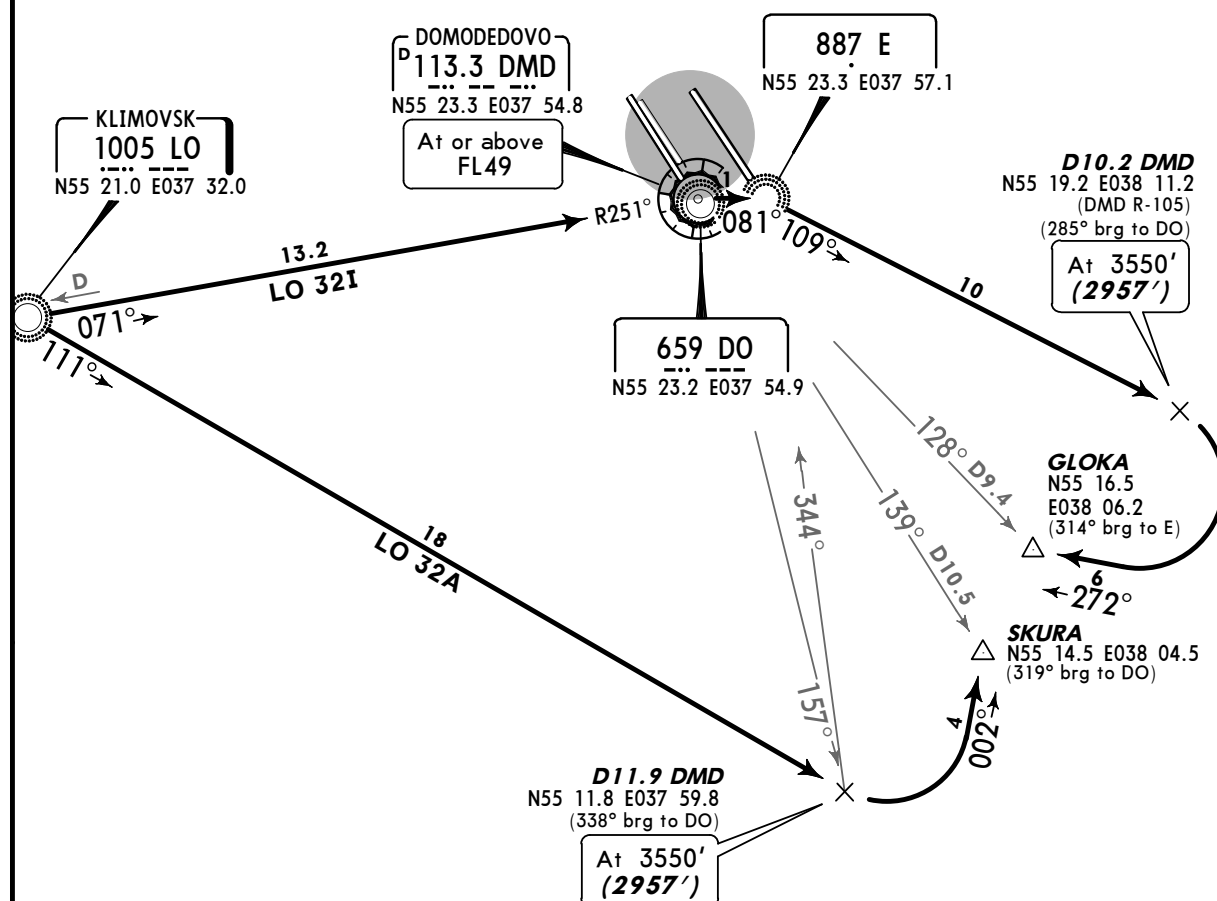
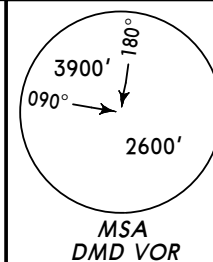
**KLIMOVSK 32A (LO 32A)**

**KLIMOVSK 32I (LO 32I)**

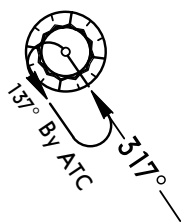
BY ATC

**RWYS 32L/R ARRIVALS**

**~~SPEED~~ MAX 270 KT BELOW FL98**



**HOLDING**  
**OVER DMD**



FL CONVERSION  
FL98 **FL3000m**  
FL49 **FL1500m**

ALT/HEIGHT CONVERSION  
QNH **(QFE)**  
3880' **(3287' - 1000m)**  
3550' **(2957' - 900m)**





**UUDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 (30-2V) Eff 7 May

**MOSCOW, RUSSIA**

**STAR**

ATIS  
128.3  
( Russian 122.95)

*Apt Elev*  
**593'**

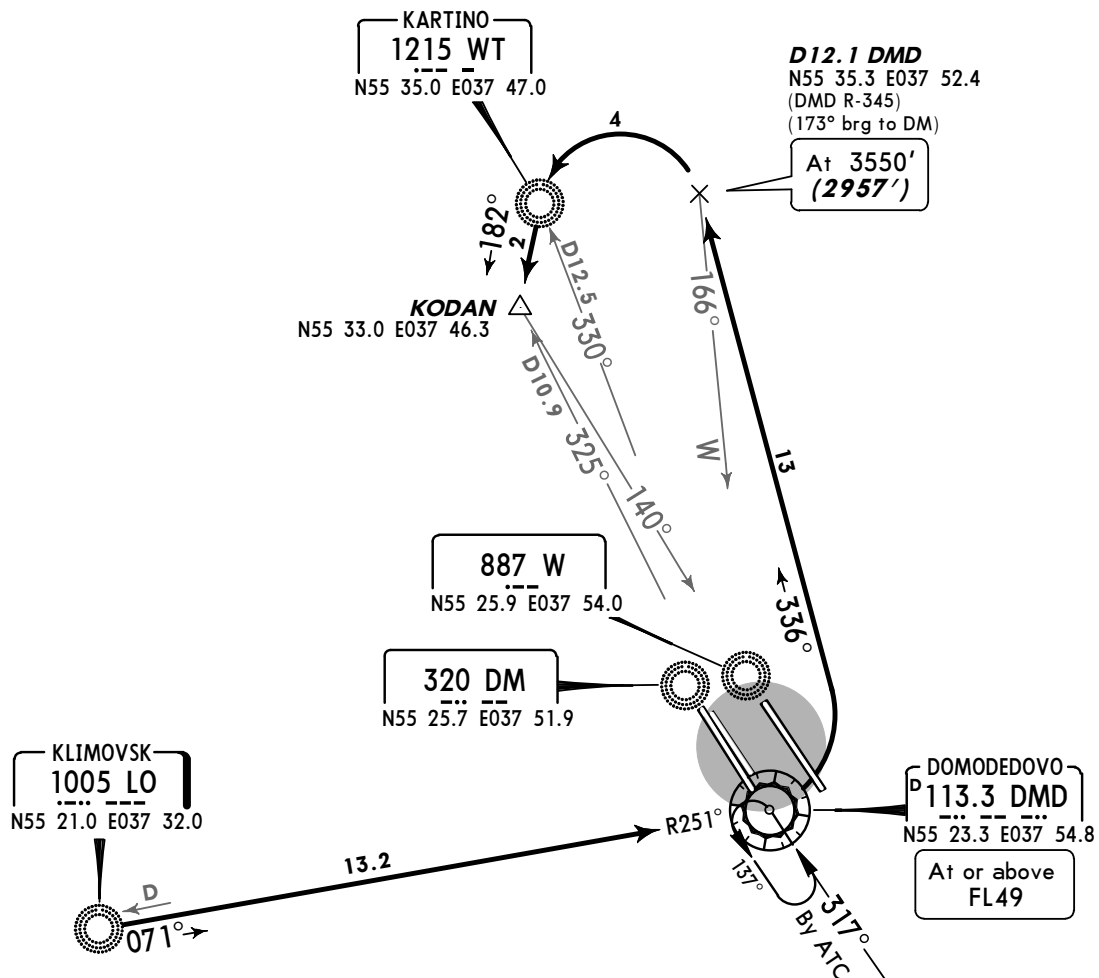
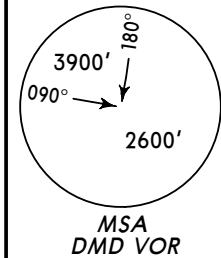
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

# KLIMOVSK 14I (LO 14I)

## RWYS 14R/L ARRIVAL

**BY ATC**

***SPEED: MAX 270 KT BELOW FL98***



FL CONVERSION	
FL98	<b><i>FL3000m</i></b>
FL49	<b><i>FL1500m</i></b>
ALT/HEIGHT CONVERSION	
QNH	( <i>QFE</i> )
3880'	<b><i>(3287' - 1000m)</i></b>
3550'	<b><i>(2957' - 900m)</i></b>



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
1 MAY 09 **(30-2V1)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

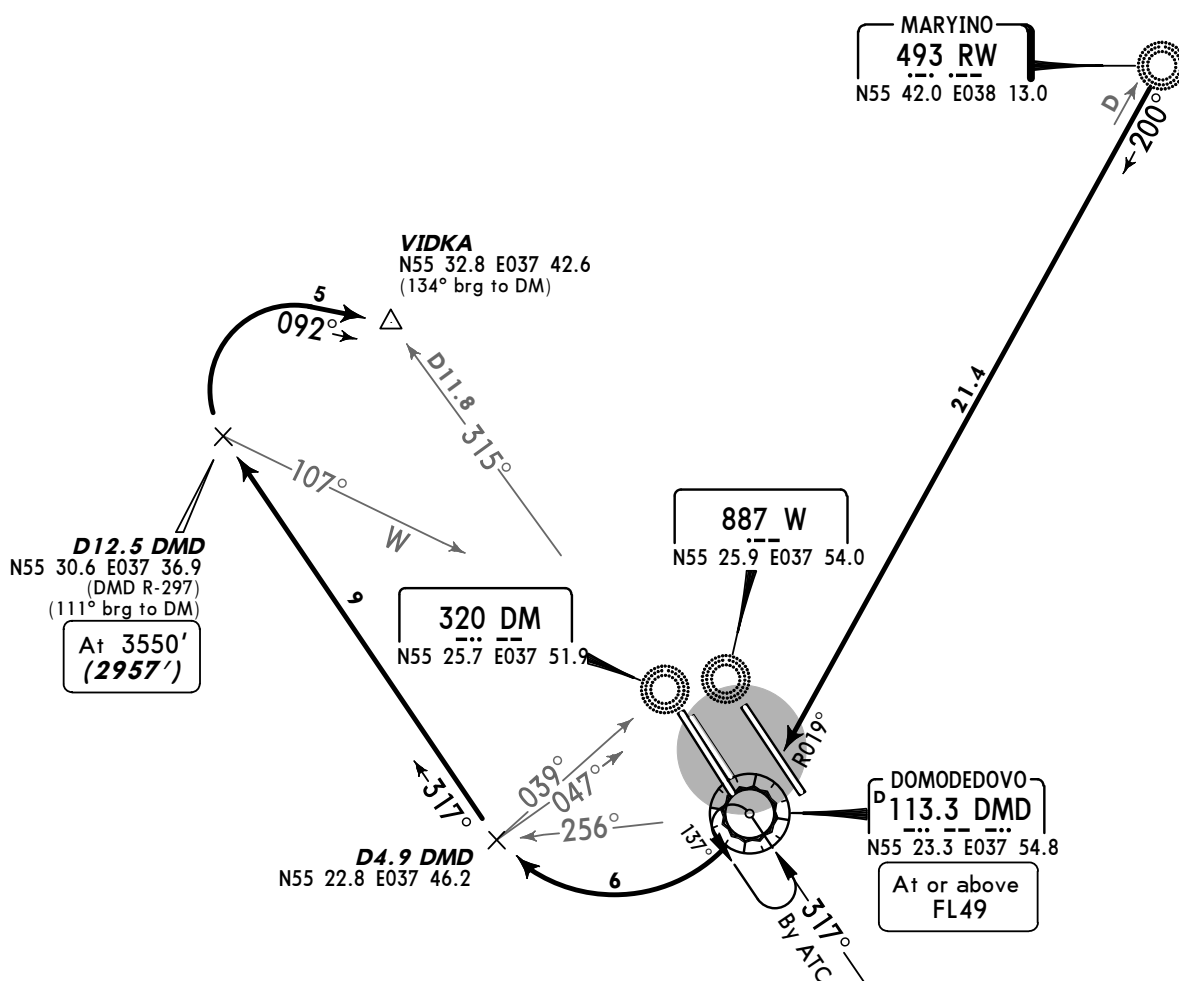
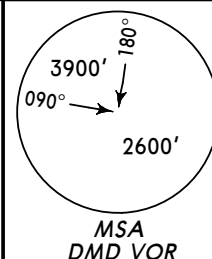
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**MARYINO 14B (RW 14B)**

**RWYS 14R/L ARRIVAL**

**BY ATC**

**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL98	<b>FL3000m</b>
FL49	<b>FL1500m</b>
ALT/HEIGHT CONVERSION	
QNH	<b>(QFE)</b>
3880'	<b>(3287' - 1000m)</b>
3550'	<b>(2957' - 900m)</b>



**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 **(30-2V2)** **Eff 7 May**

**MOSCOW, RUSSIA**

**STAR**

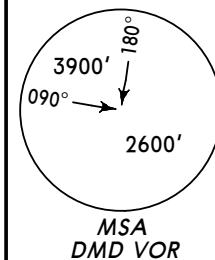
ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**MARYINO 32K (RW 32K)**  
**RWYS 32L/R ARRIVAL**  
**BY ATC**

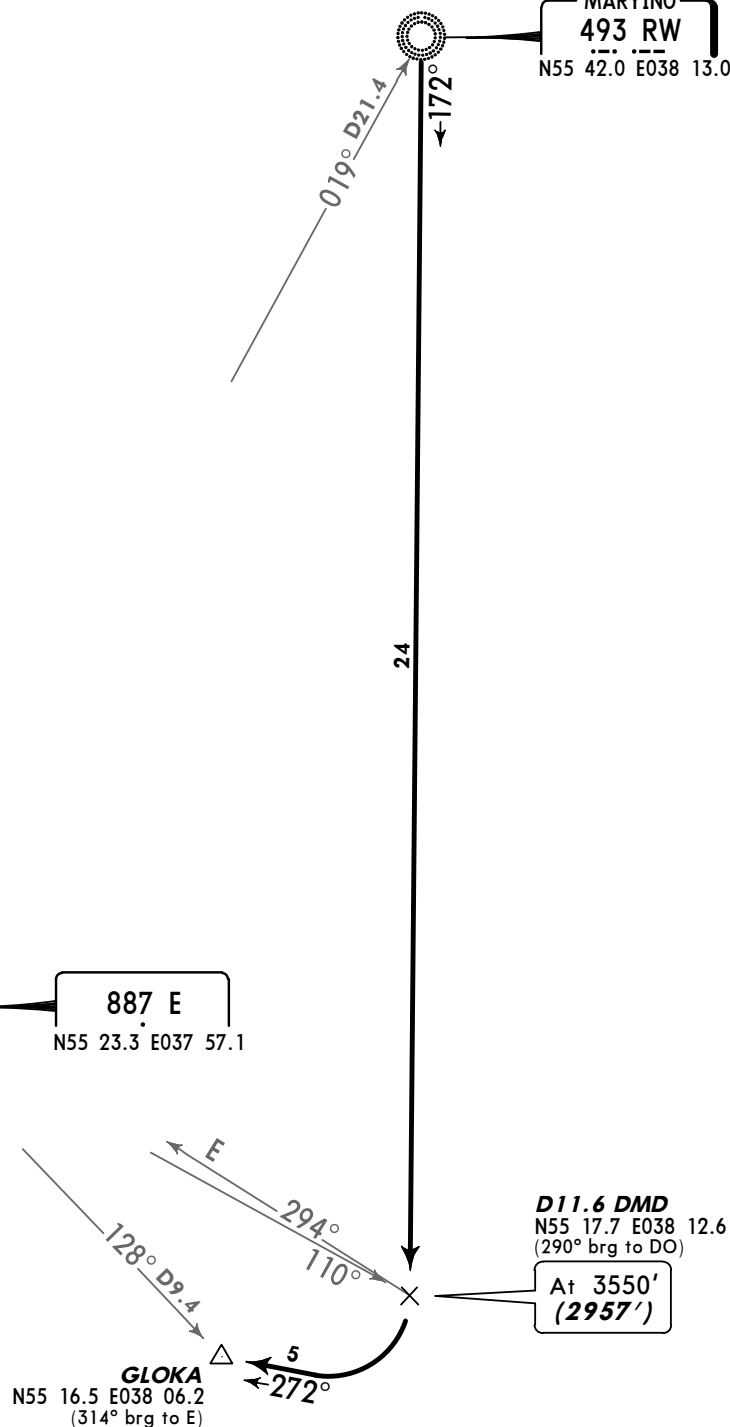
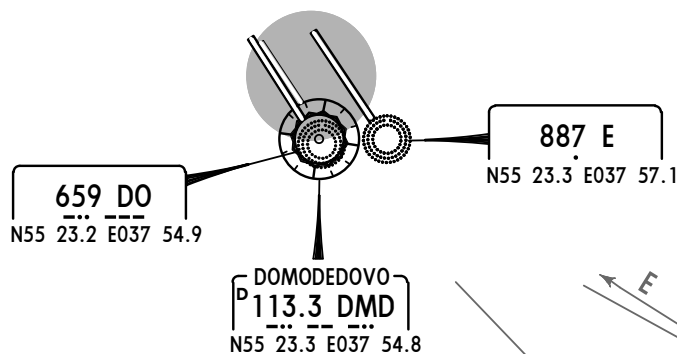
**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION  
FL98 **FL3000m**

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3880' **(3287' - 1000m)**  
3550' **(2957' - 900m)**

**MARYINO**  
**493 RW**  
N55 42.0 E038 13.0



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
1 MAY 09 **(30-2V3)** Eff 7 May

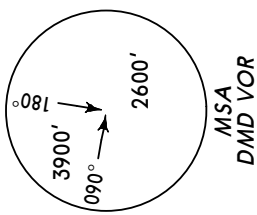
**MOSCOW, RUSSIA**

**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (**3287'**)  
Execute noise abatement procedures according to ICAO DOC 8168.

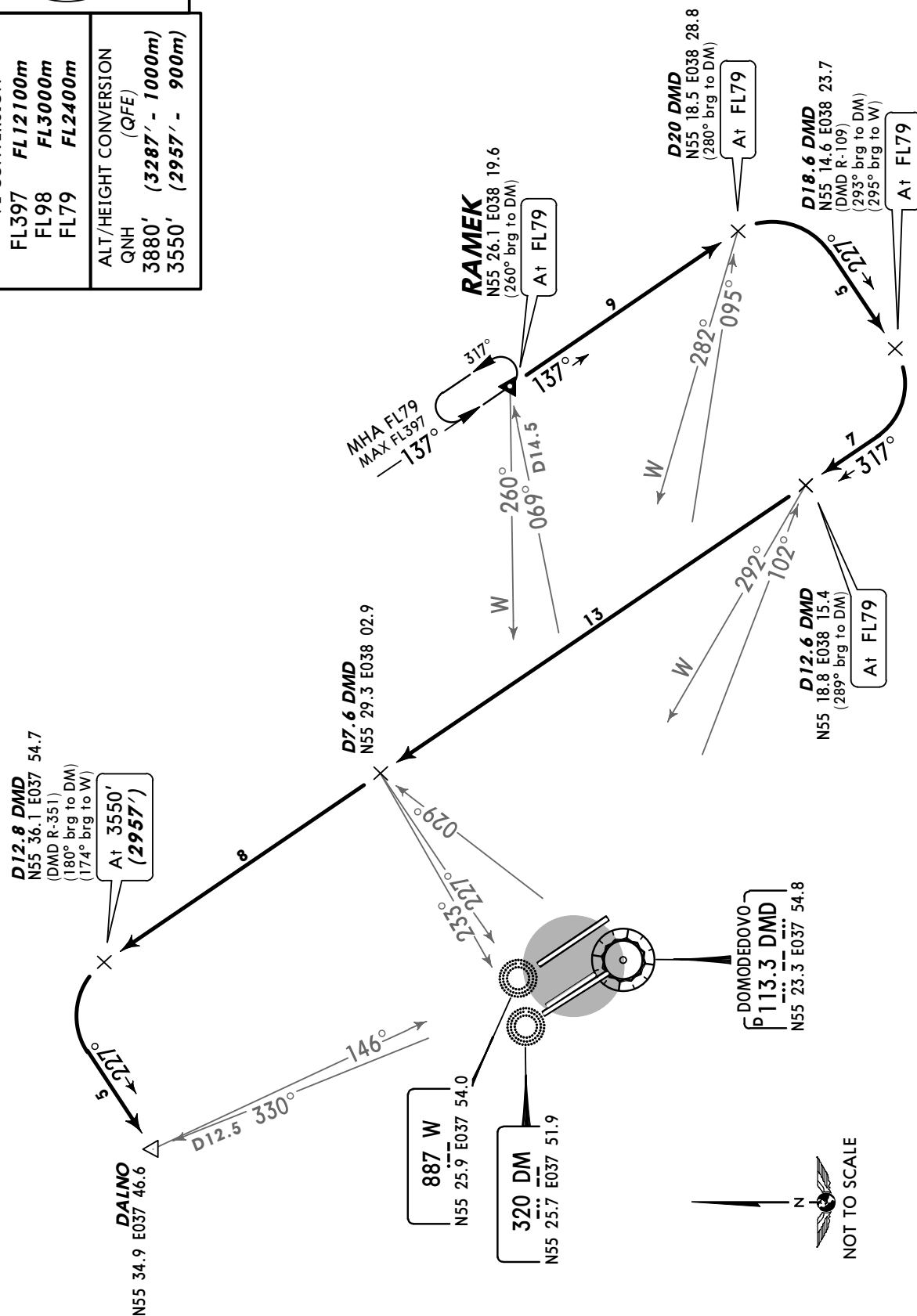


FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL79	FL2400m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)

**RAMEK 14I [RAM14I]**  
**RWYS 14R/L ARRIVAL**

BY ATC

**SPEED: MAX 270 KT BELOW FL98**



**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 **(30-2V4)** **Eff 7 May**

**MOSCOW, RUSSIA**

**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

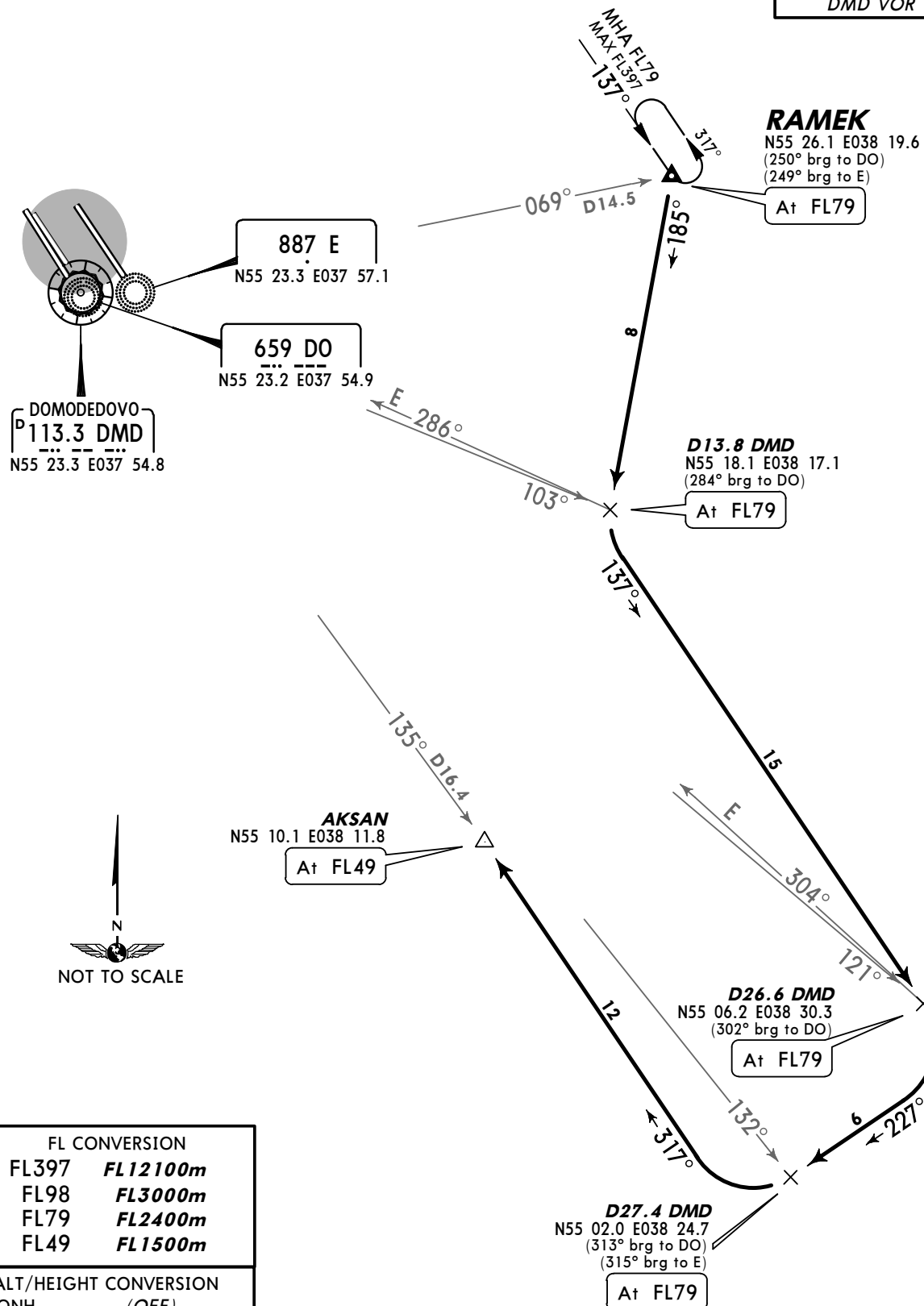
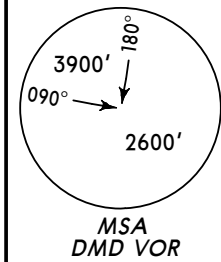
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: **3880' (3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**RAMEK 32I [RAM32I]**

**RWYS 32L/R ARRIVAL**

**BY ATC**

**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL79	FL2400m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)

**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 **(30-2V5)** **Eff 7 May**

**MOSCOW, RUSSIA**

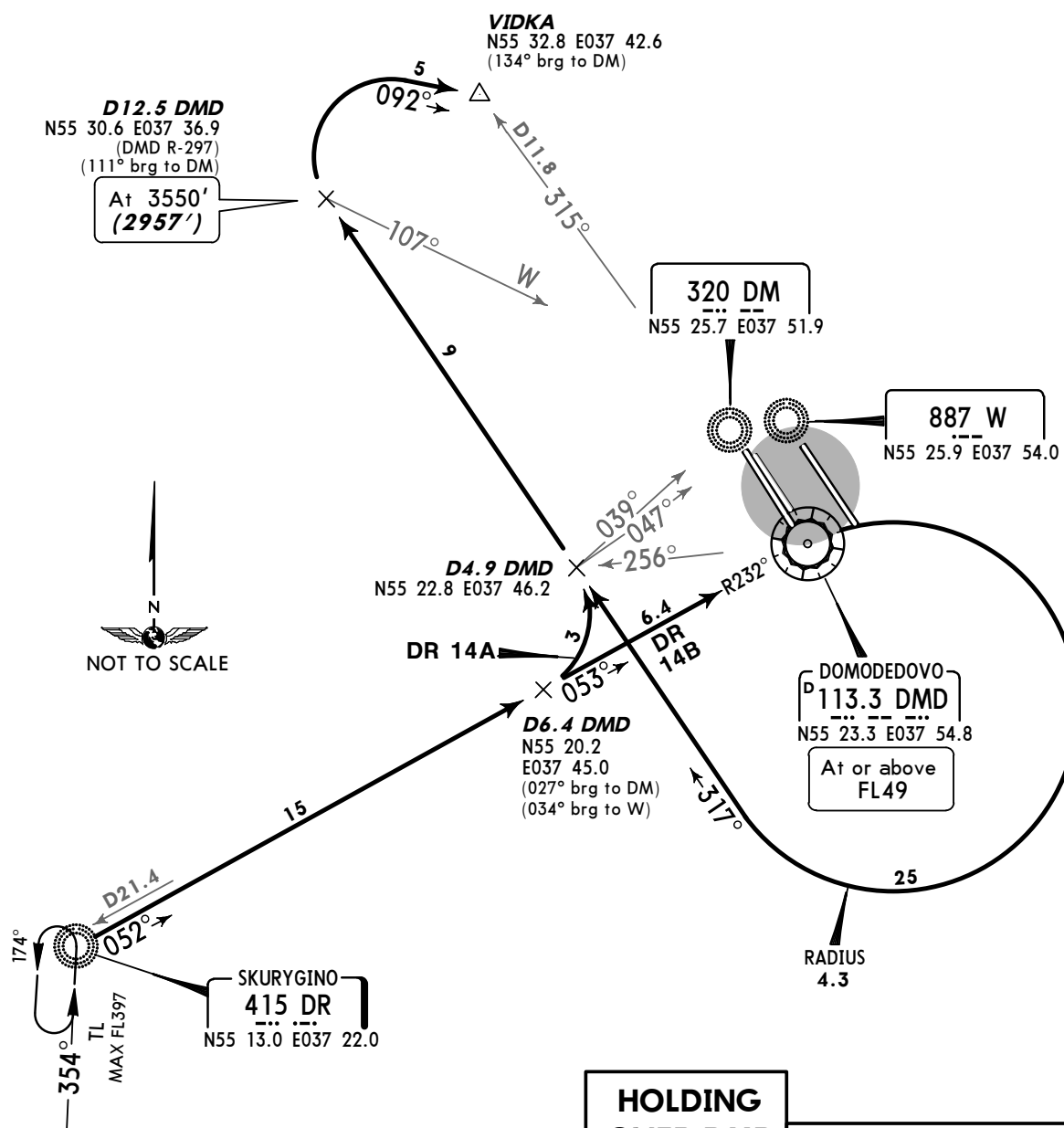
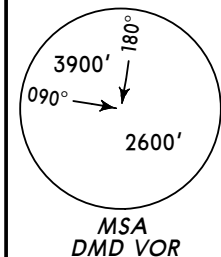
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**SKURYGINO 14A (DR 14A)**  
**SKURYGINO 14B (DR 14B)**  
**RWYS 14R/L ARRIVALS**  
**~~SPEED~~ MAX 270 KT BELOW FL98**



**HOLDING  
OVER DMD**



FL CONVERSION  
FL397 **FL12100m**  
FL98 **FL3000m**  
FL49 **FL1500m**

ALT/HEIGHT CONVERSION  
QNH **(QFE)**  
3880' **(3287' - 1000m)**  
3550' **(2957' - 900m)**

**UDD/DME**  
**DOMODEDOVO**

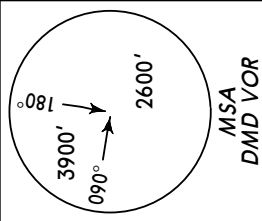
**JEPPesen**  
1 MAY 09 **(30-2W)** **Eff 7 May**

**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (**3287'**)  
Execute noise abatement procedures according to ICAO DOC 8168.



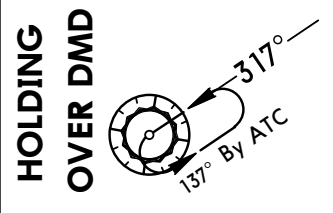
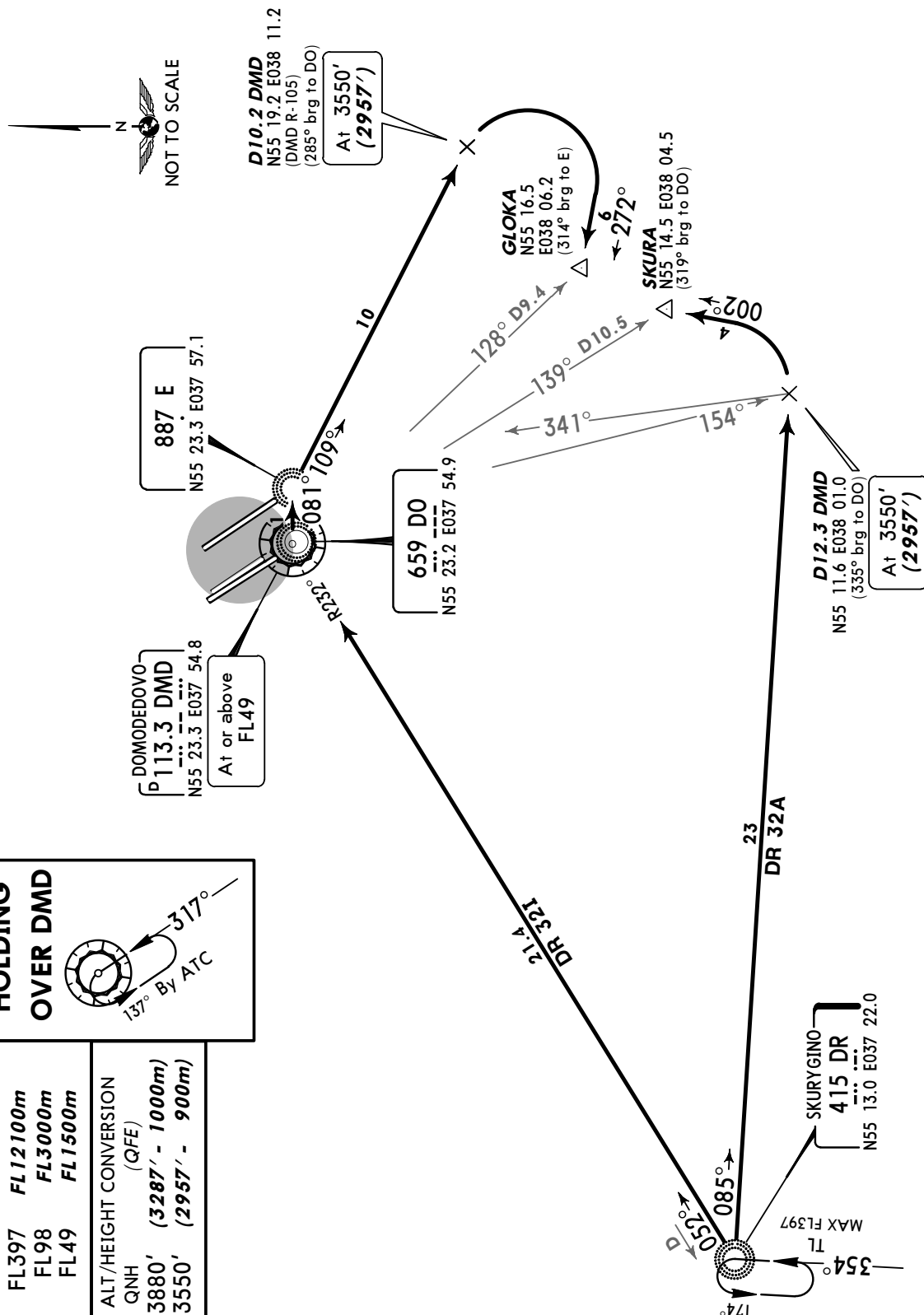
**SKURYGINO 32A (DR 32A)**

**SKURYGINO 32I (DR 32I)**

BY ATC

**RWYS 32L/R ARRIVALS**

**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	ALT/HEIGHT CONVERSION
FL397 FL12100m	QNH (QFE)
FL98 FL3000m	3880' (3287' - 1000m)
FL49 FL1500m	3550' (2957' - 900m)

**UUDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
1 MAY 09 (30-2X) Eff 7 May

**MOSCOW, RUSSIA**

**STAR**

ATIS  
128.3  
( Russian 122.95)

*Apt Elev*  
**593'**

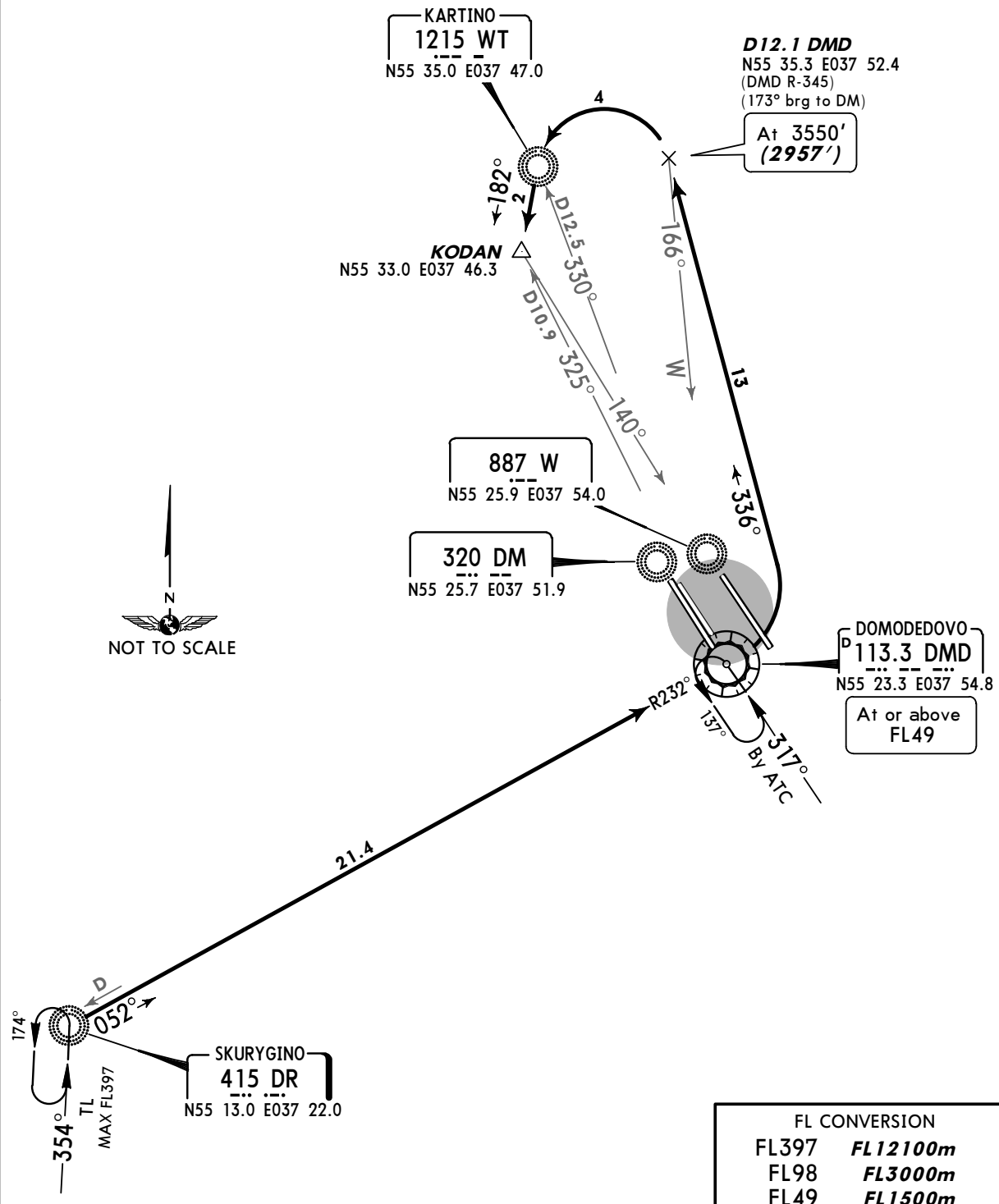
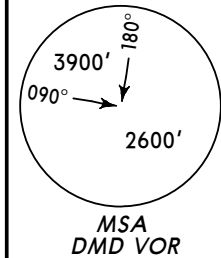
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

# SKURYGINO 14I (DR 14I)

## RWYS 14R/L ARRIVAL

**BY ATC**

**SPEED: MAX 270 KT BELOW FL98**



FL CONVERSION

FL397	<b><i>FL12100m</i></b>
FL98	<b><i>FL3000m</i></b>
FL49	<b><i>FL1500m</i></b>

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3880' (3287' - 1000m)  
3550' (2957' - 900m)



**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
6 NOV 09 **(30-2X1)**

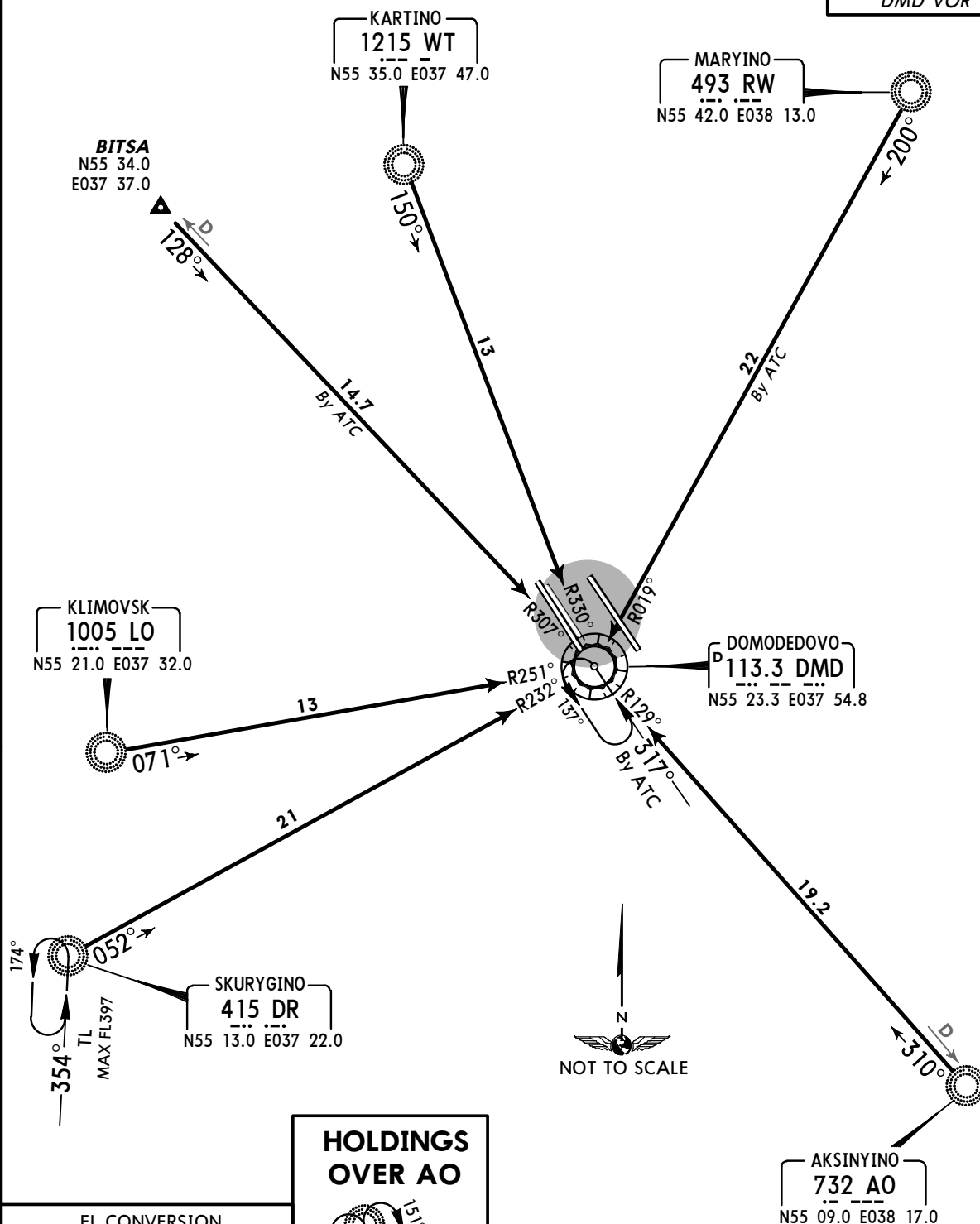
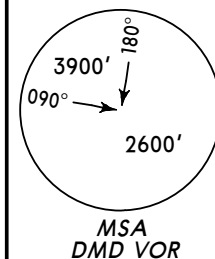
**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**RWYS 32L, 14R ARRIVALS**  
TO DMD  
**~~SPEED~~ MAX 270 KT BELOW FL98**



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)

**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
6 NOV 09 **(30-2X2)**

**MOSCOW, RUSSIA**  
**STAR**

ATIS  
**128.3**  
(Russian **122.95**)

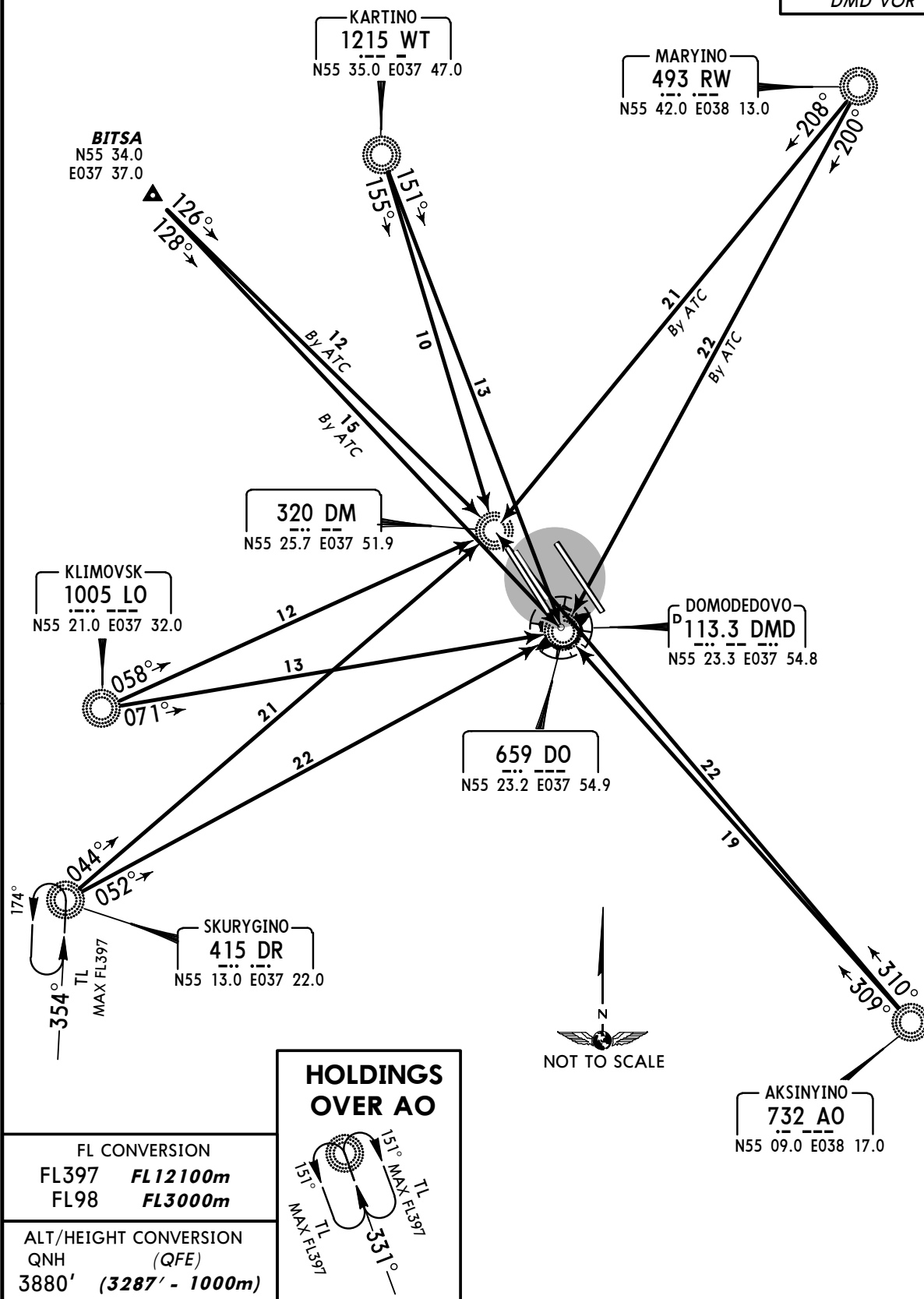
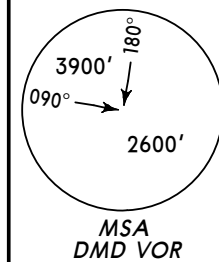
Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

**RWY 14R ARRIVALS**  
**TO DM**

**RWY 32L ARRIVALS**  
**TO DO**

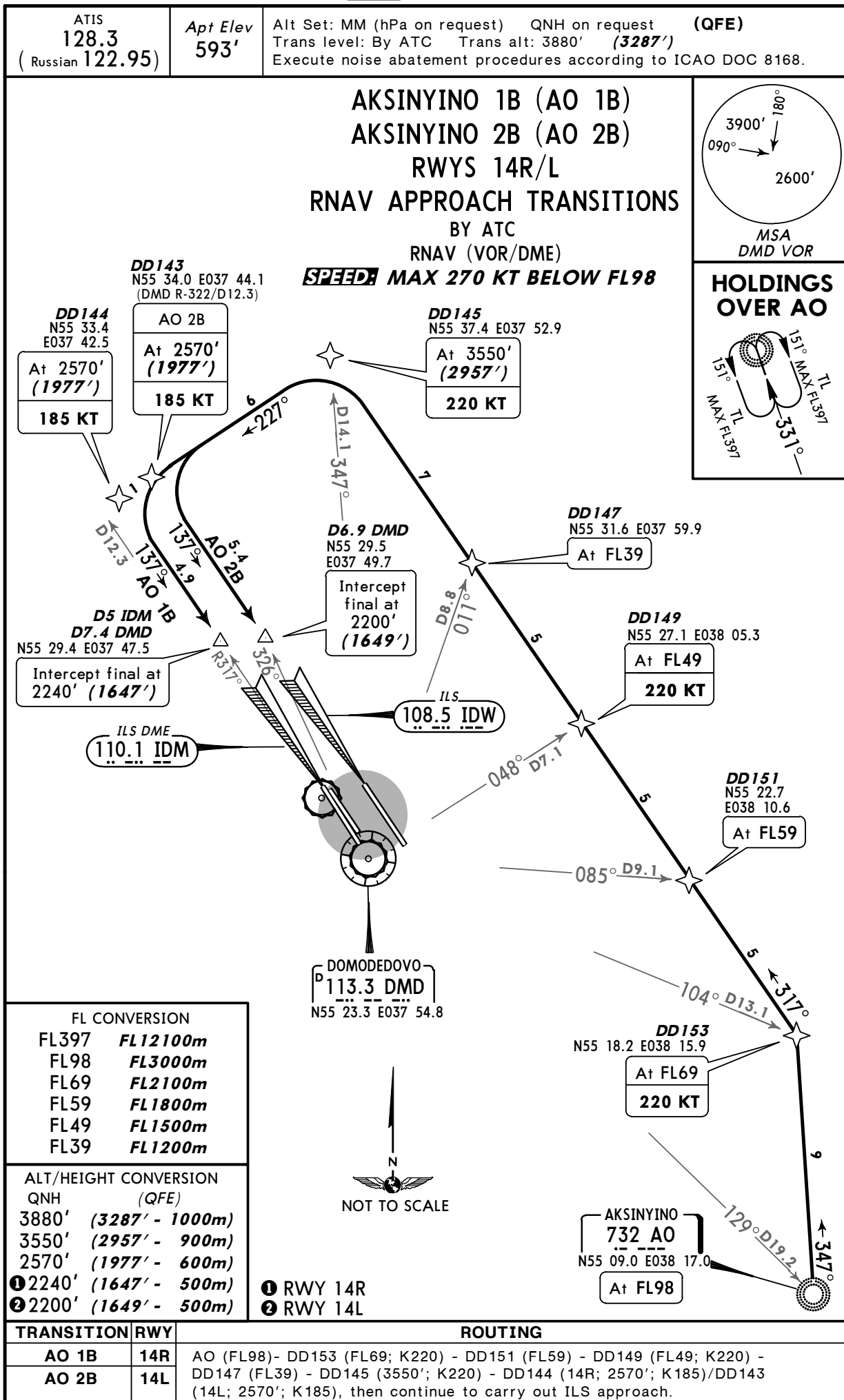
**SPEED: MAX 270 KT BELOW FL98**



**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
6 NOV 09 **(30-2X3)**

**MOSCOW, RUSSIA**  
**RNAV APPROACH TRANSITION**



**UDD/DME**  
**DOMODEDOVO**

6 NOV 09

**JEPPESEN**

**MOSCOW, RUSSIA**

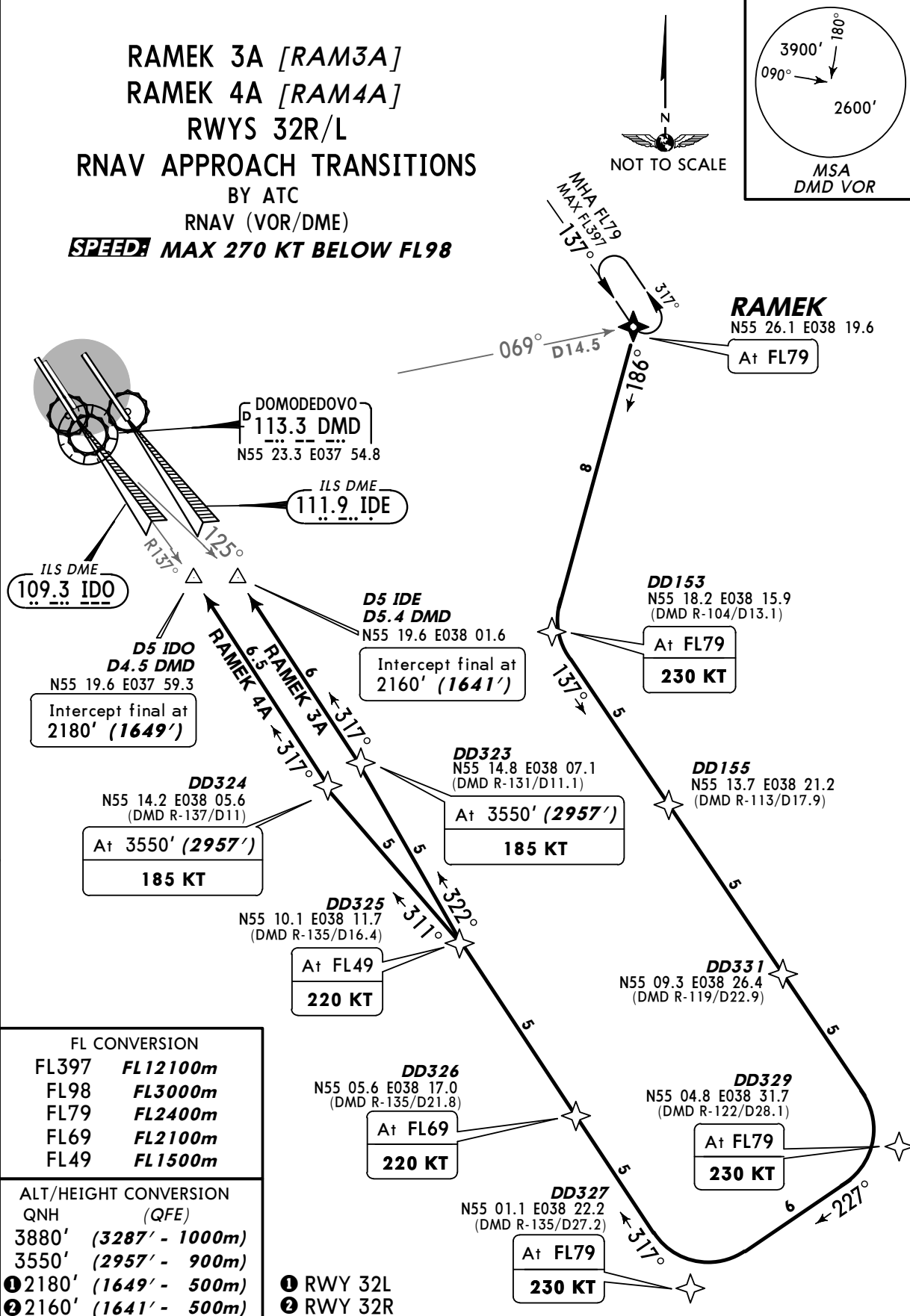
## RNAV APPROACH TRANSITION

ATIS  
128.3  
( Russian 122.95)

*Apt Elev*  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3287')**  
Execute noise abatement procedures according to ICAO DOC 8168.

RAMEK 3A [RAM3A]  
RAMEK 4A [RAM4A]  
RWYS 32R/L  
RNAV APPROACH TRANSITIONS  
BY ATC  
RNAV (VOR/DME)  
***SPEED: MAX 270 KT BELOW FL98***



TRANSITION	RWY	ROUTING
<b>RAMEK 3A</b>	<b>32R</b>	RAMEK (FL79) - DD153 (FL79; K230) - DD329 (FL79; K230) - DD327 (FL79; K230) - DD326 (FL69; K220) - DD325 (FL49; K220) - DD323 (32R; 3550'; K185)/DD324 (32L; 3550'; K185), then continue to carry out ILS approach.
<b>RAMEK 4A</b>	<b>32L</b>	

**UDD/DME**  
**DOMODEDOVO**

20 JUN 08

(30-2X5)

Eff 3 Jul

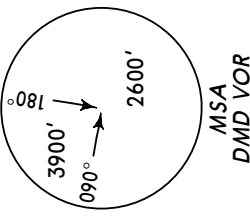
**RNAV APPROACH TRANSITION**

**MOSCOW, RUSSIA**

ATIS  
**128.3**  
(Russian 122.95)

Apt Elev  
**593'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3287')  
Execute noise abatement procedures according to ICAO DOC 8168.



**RAMEK 1B [RAM1B]**  
**RAMEK 2B [RAM2B]**  
**RWYS 14R/L**  
**RNAV APPROACH TRANSITIONS**  
BY ATC  
RNAV (VOR/DME)  
**~~SPEED~~ MAX 270 KT BELOW FL98**

**ROUTING**  
RAMEK (FL79) - DD159 (K230) - DD157 (FL79; K230) - DD155 (FL79; K230) - DD153 (FL69; K220) - DD151 (FL59) - DD149 (FL49; K220) - DD147 (FL39) - DD145 (3550'; K220) - DD144 (14R; 2570'; K185)/DD143 (14L; 2570'; K185), then continue to carry out ILS approach.

TRANSITION	RWY
RAMEK 1B	14R
RAMEK 2B	14L

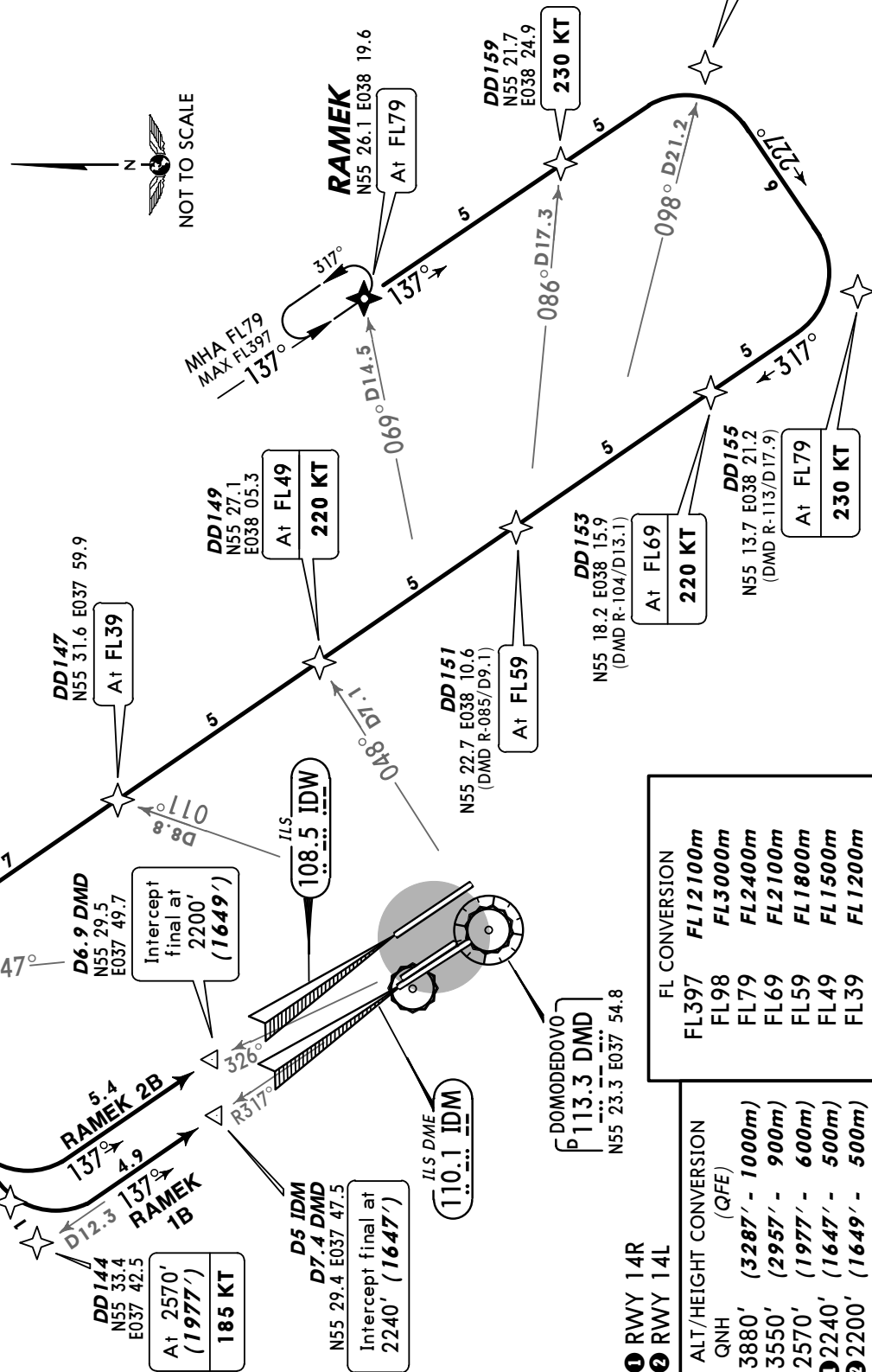
**DD145**  
N55 37.4  
E037 52.9  
At 3550' (2957')  
220 KT

**DD144**  
N55 33.4  
E037 42.5  
At 2570' (1977')  
185 KT

**DD143**  
N55 34.0  
E037 44.1  
(DMD R-322/D12.3)  
RAMEK 2B  
At 2570' (1977')  
185 KT

**DD142**  
N55 33.4  
E037 42.5  
At 2570' (1977')  
185 KT

**DD141**  
N55 33.4  
E037 42.5  
At 2570' (1977')  
185 KT



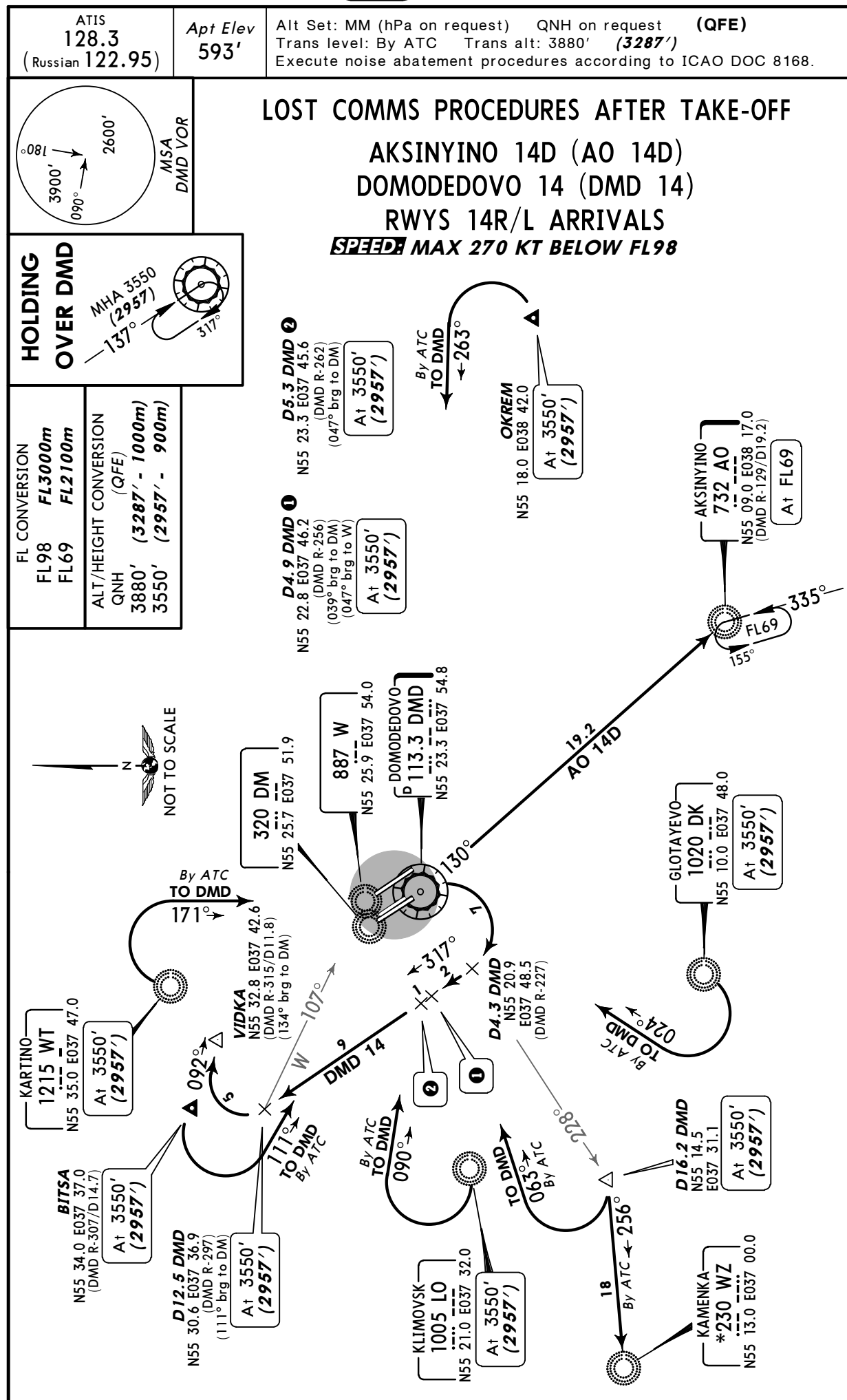
FL CONVERSION
FL397
FL98
FL79
FL69
FL59
FL49
FL39

ALT/HEIGHT CONVERSION
QNH
3880' (3287' - 1000m)
3550' (2957' - 900m)
2570' (1977' - 600m)
2240' (1647' - 500m)
2200' (1649' - 500m)

**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
6 NOV 09 **(30-2X7)**

**MOSCOW, RUSSIA**  
**STAR**





**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**

16 NOV 07

**30-3**

**Eff 22 Nov**

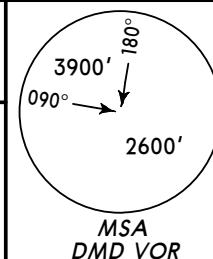
**MOSCOW, RUSSIA**

**SID**

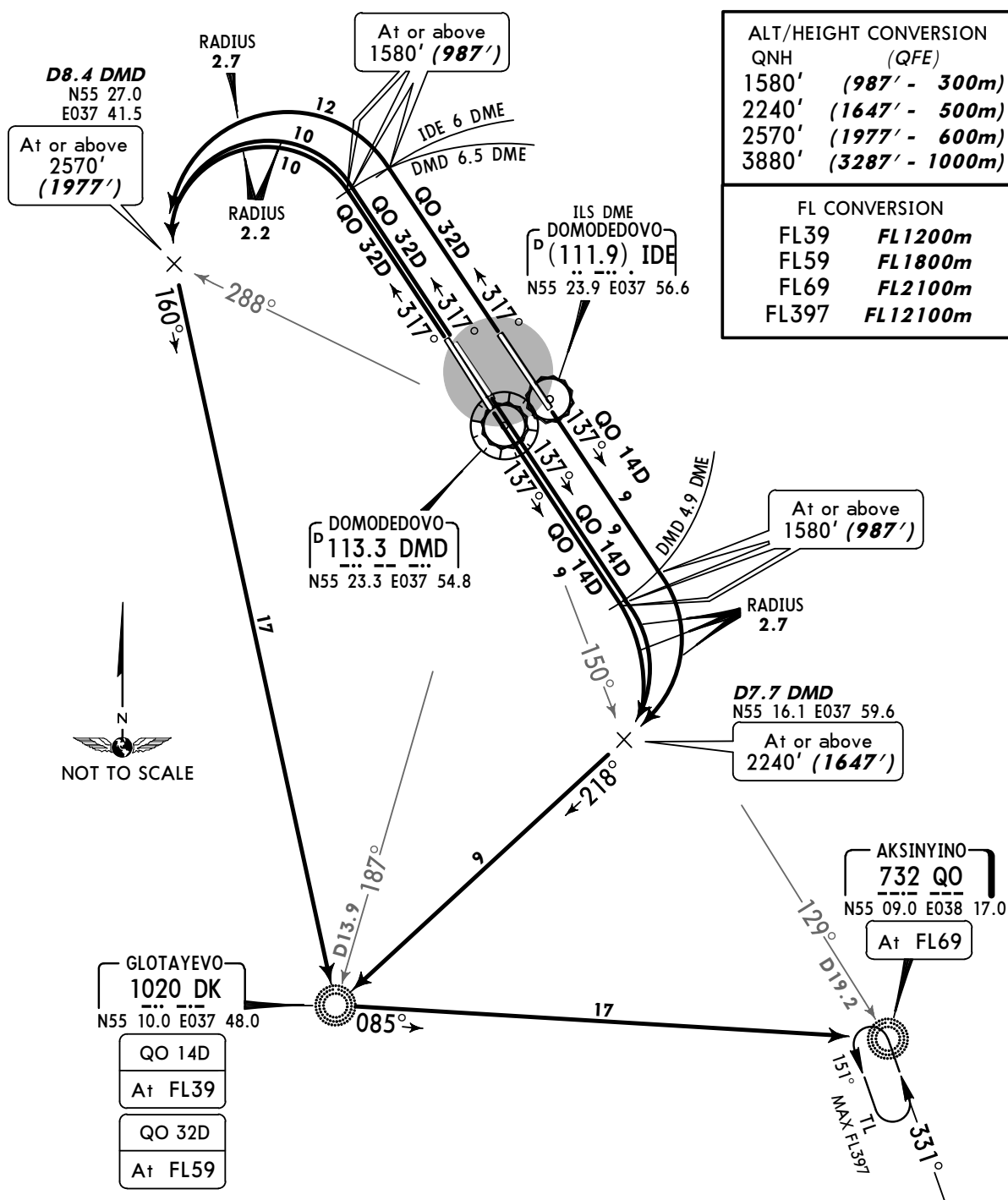
DOMODEDOVO  
Radar  
127.7

Apt Elev  
593'

QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3287')



**AKSINYINO 14D (QO 14D)**  
**AKSINYINO 32D (QO 32D)**  
**RWYS 14R/L/C, 32L/R/C DEPARTURES**  
THESE SIDS SHALL BE CARRIED OUT  
DURING LOST COMMS FOR ENTRY INTO QO HOLDING



SID	RWY	ROUTING
QO 14D	14R/L/C	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 218° bearing to DK, 085° bearing to QO.
QO 32D	32L/R/C	Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT, intercept 160° bearing to DK, 085° bearing to QO.



**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**

16 NOV 07

**(30-3A)**

**Eff 22 Nov**

**MOSCOW, RUSSIA**

**SID**

DOMODEDOVO  
Radar  
**127.7**

*Apt Elev*  
**593'**

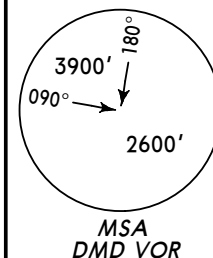
QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

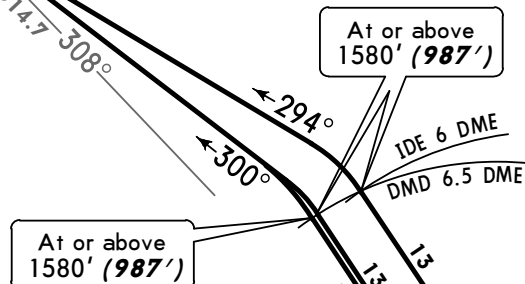
**BITSA 32D [BIT32D]**  
**RWYS 32L/R/C DEPARTURE**  
**BY ATC**

FOR TRANSITIONS FROM BITSA REFER TO CHARTS 30-3M & 30-3N



**BITSA**  
N55 34.0 E037 37.0

At or above  
**3220' (2627')**



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
3220'	(2627' - 800m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

ILS DME  
DOMODEDOVO  
P (111.9) IDE  
N55 23.9 E037 56.6

DOMODEDOVO  
P 113.3 DMD  
N55 23.3 E037 54.8

**RWY 32L**

This SID requires a minimum climb gradient of 213' per NM (3.5%) up to 3220' (2627').

Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063

**Initial climb clearance 3550' (2957')**

**ROUTING**

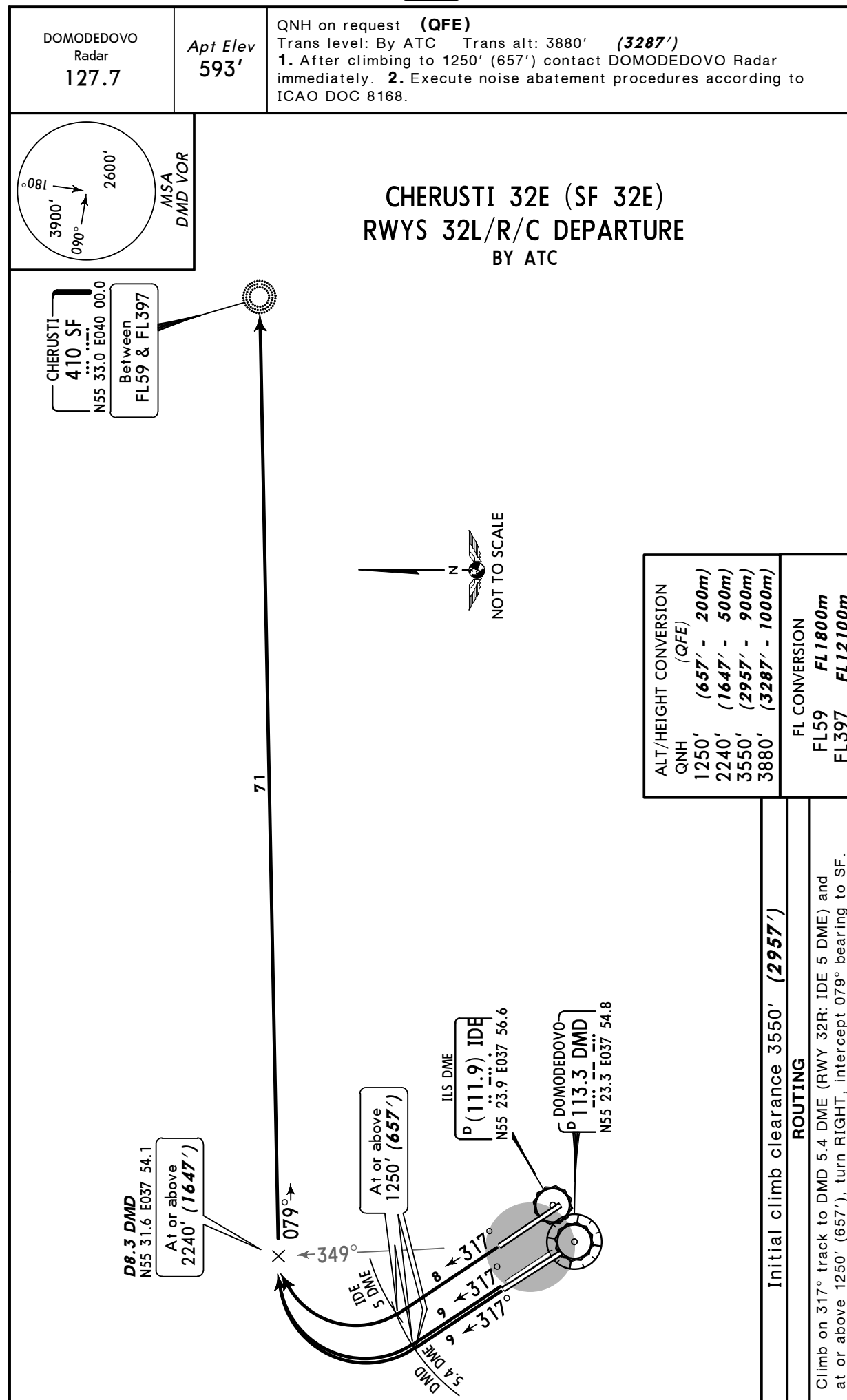
Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT to BITSA.

**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
30 JAN 09 **(30-3B)** **Eff 12 Feb**

**MOSCOW, RUSSIA**

**SID**



**UUDD/DME**  
**DOMODEDOVO**

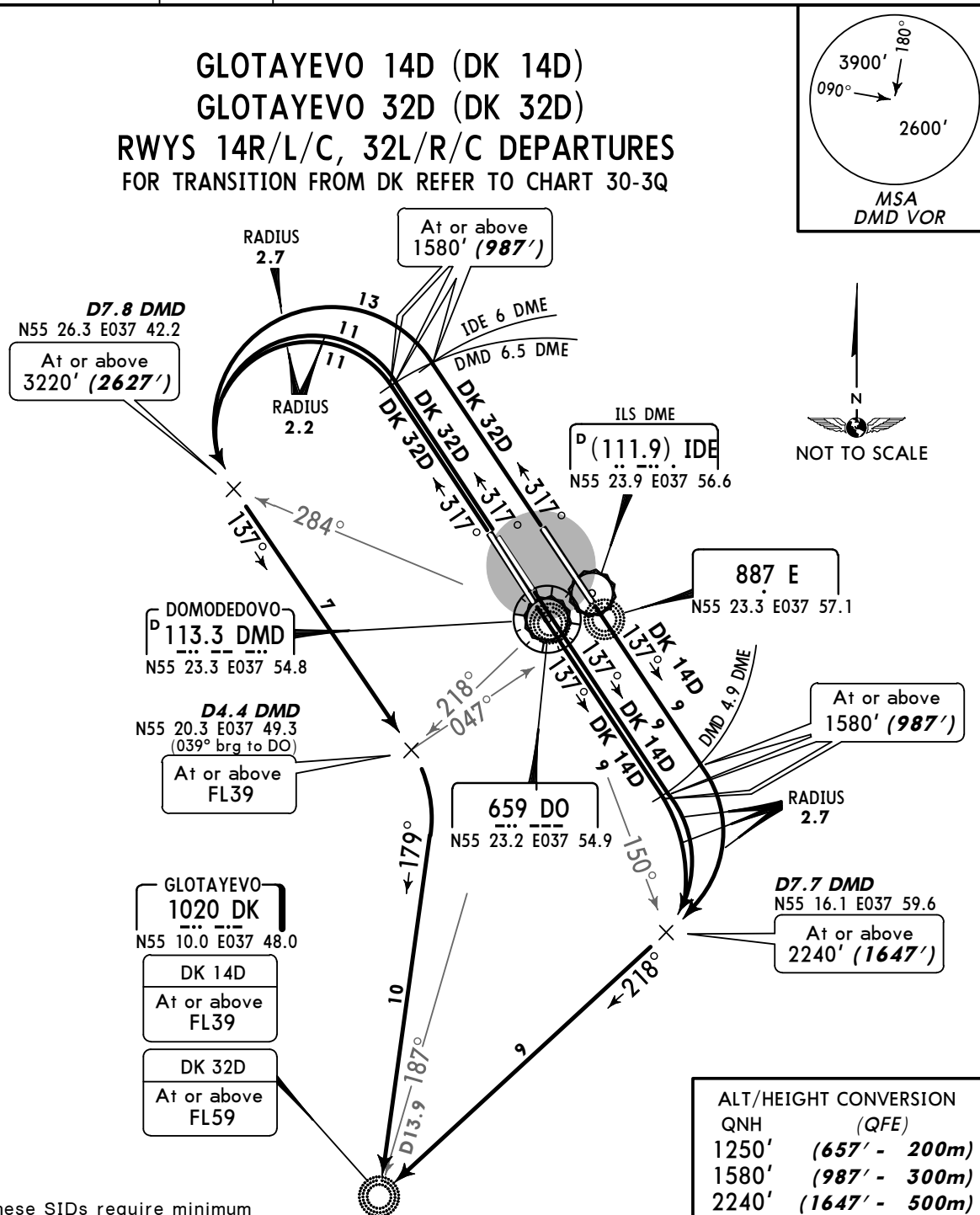
30 JAN 09

**JEPPESSEN****Eff 12 Feb**

**MOSCOW, RUSSIA**

**SID**

DOMODEDOVO Radar <b>127.7</b>	<i>Apt Elev</i> <b>593'</b>	QNH on request <b>(QFE)</b> Trans level: By ATC Trans alt: 3880' <b>(3287')</b> <b>1.</b> After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. <b>2.</b> Execute noise abatement procedures according to ICAO DOC 8168.
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These SIDs require minimum  
climb gradients of

**RWY 32L:** 237' per NM (3.9%) up to 3220' (2627').

**RWY 32R:** 207' per NM (3.4%) up to 3220' (2627').

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185
207' per NM	258	344	516	689	861	1033

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2240'	(1647' - 500m)
3220'	(2627' - 800m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION  
FL39 *FL1200m*  
FL59 *FL1800m*

Initial climb clearance 3550' (**2957'**)

SID	RWY	ROUTING
DK 14D	14R/L/C	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 218° bearing to DK.
DK 32D	32L/R/C	Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT, 137° track to abeam E/D4.4 DMD, turn RIGHT, intercept 179° bearing to DK.

**UUDD/DME**  
**DOMODEDOVO**



**MOSCOW, RUSSIA**

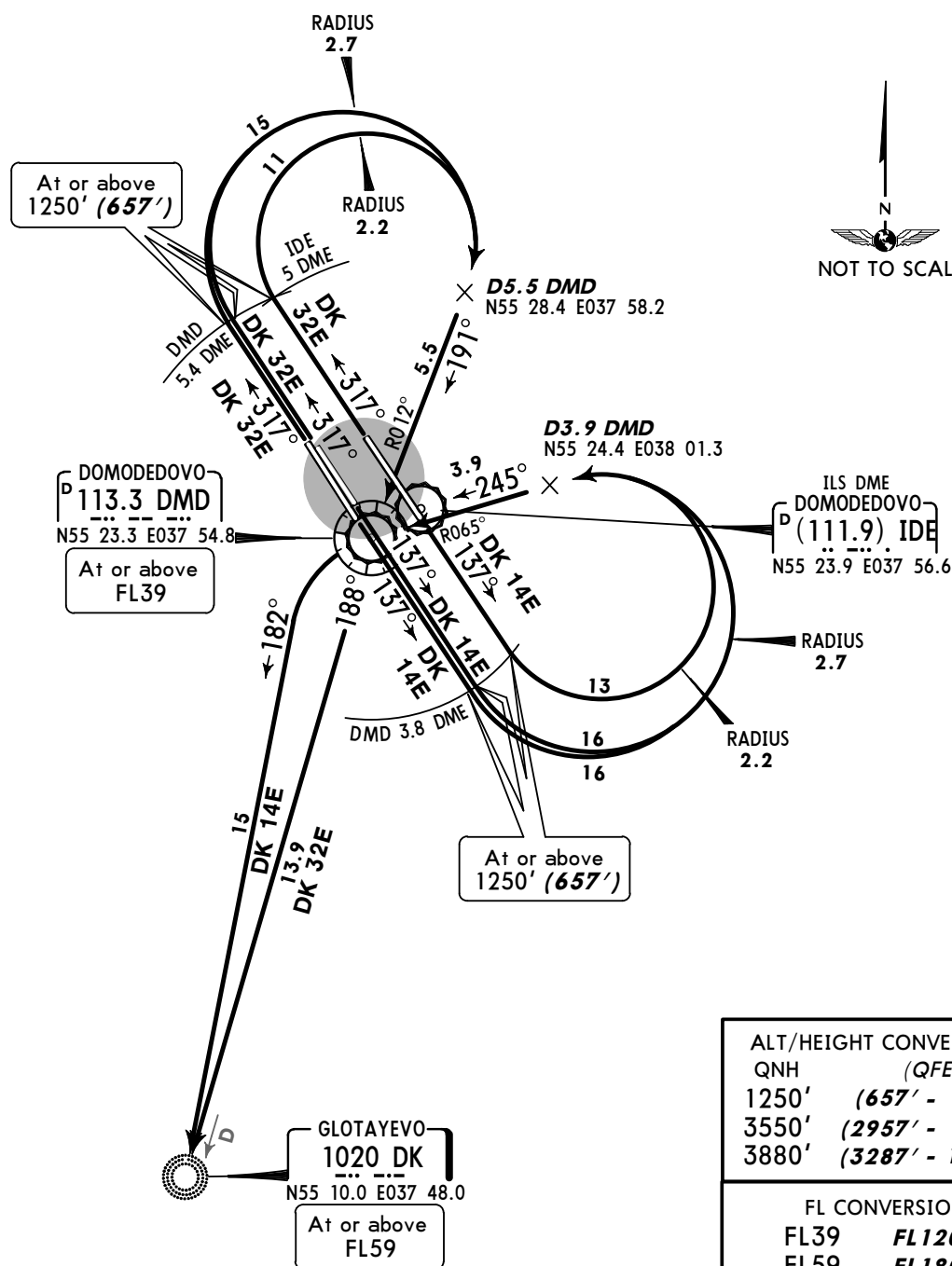
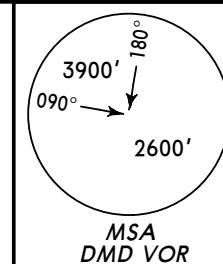
16 NOV 07

30-3D

**Eff 22 Nov****SID**

DOMODEDOVO Radar <b>127.7</b>	<i>Apt Elev</i> <b>593'</b>	QNH on request <b>(QFE)</b> Trans level: By ATC    Trans alt: 3880' <b>(3287')</b> <b>1.</b> After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. <b>2.</b> Execute noise abatement procedures according to ICAO DOC 8168.
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**GLOTAYEVO 14E (DK 14E)**  
**GLOTAYEVO 32E (DK 32E)**  
**RWYS 14R/L/C, 32L/R/C DEPARTURES**  
**BY ATC**  
**FOR TRANSITION FROM DK REFER TO CHART 30-3N**



ALT/HEIGHT CONVERSION  
QNH (QFE)

1250'	(657' - 200m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION  
FL39 *FL1200m*  
FL59 *FL1800m*

Initial climb clearance 3550' **(2957')**

SID	RWY	ROUTING
<b>DK 14E</b>	<b>14R/L/C</b>	Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, 245° track to DMD, intercept 182° bearing to DK.
<b>DK 32E</b>	<b>32L/R/C</b>	Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1250' (657'), turn RIGHT, 191° track to DMD, DMD R-188 to DK.

**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
16 NOV 07 **(30-3E)** **Eff 22 Nov**

**MOSCOW, RUSSIA**  
**SID**

DOMODEDOVO  
Radar  
**127.7**

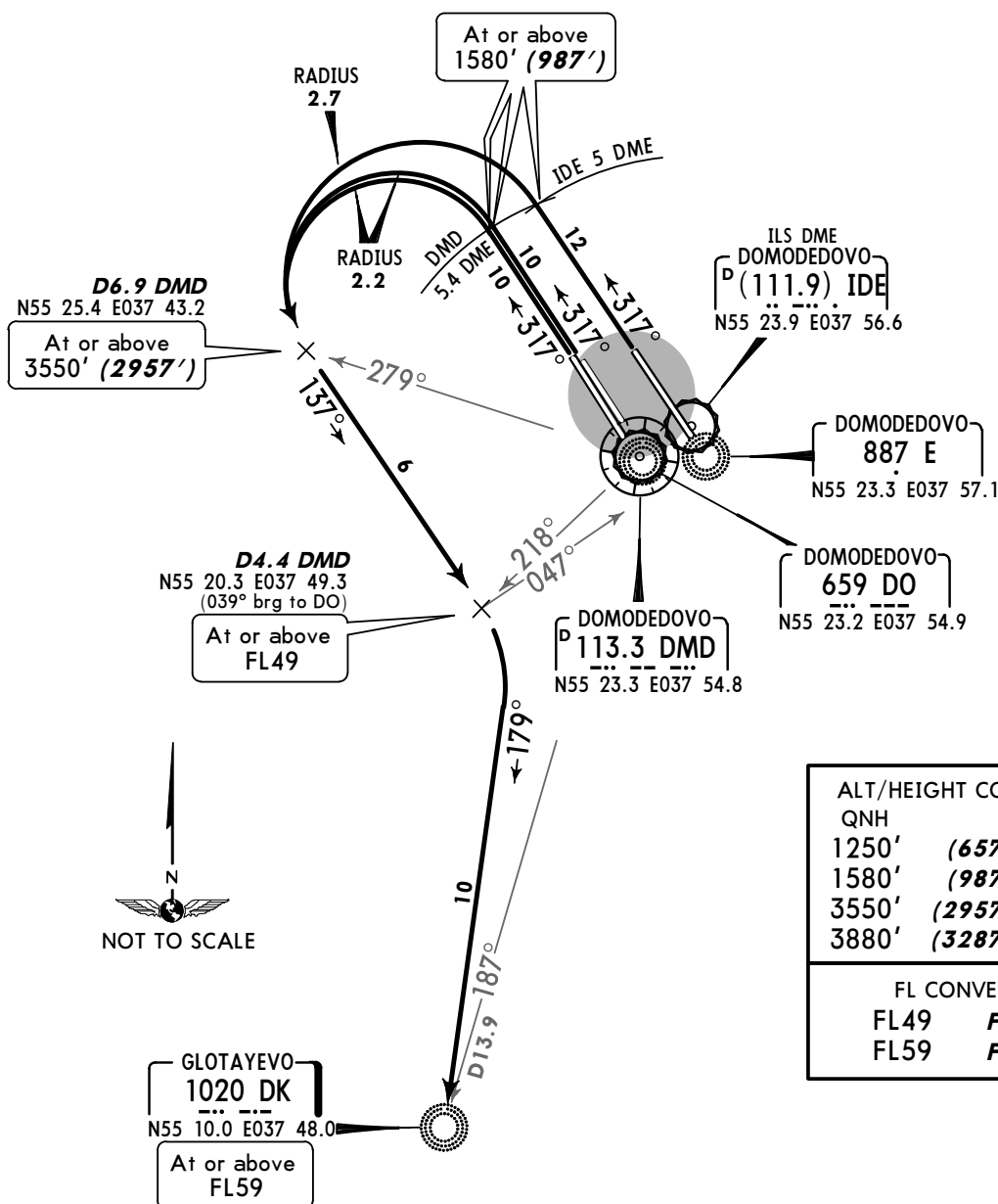
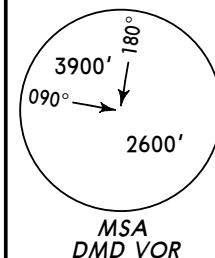
*Apt Elev*  
**593'**

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**GLOTAYEVO 32G (DK 32G)**  
**RWYS 32L/R/C DEPARTURE**  
FOR TRANSITION FROM DK REFER TO CHART 30-3N



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m

This SID requires a minimum climb gradient of 304' per NM (5%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 3550' **(2957')**

**ROUTING**

Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1580' (987'), turn LEFT, 137° track to abeam E/D4.4 DMD, turn RIGHT, intercept 179° bearing to DK.

**UUDD/DME**  
**DOMODEDOVO**



**MOSCOW, RUSSIA**

16 NOV 07

30-3F

**Eff 22 Nov****SID**

DOMODEDOVO  
Radar  
127.7

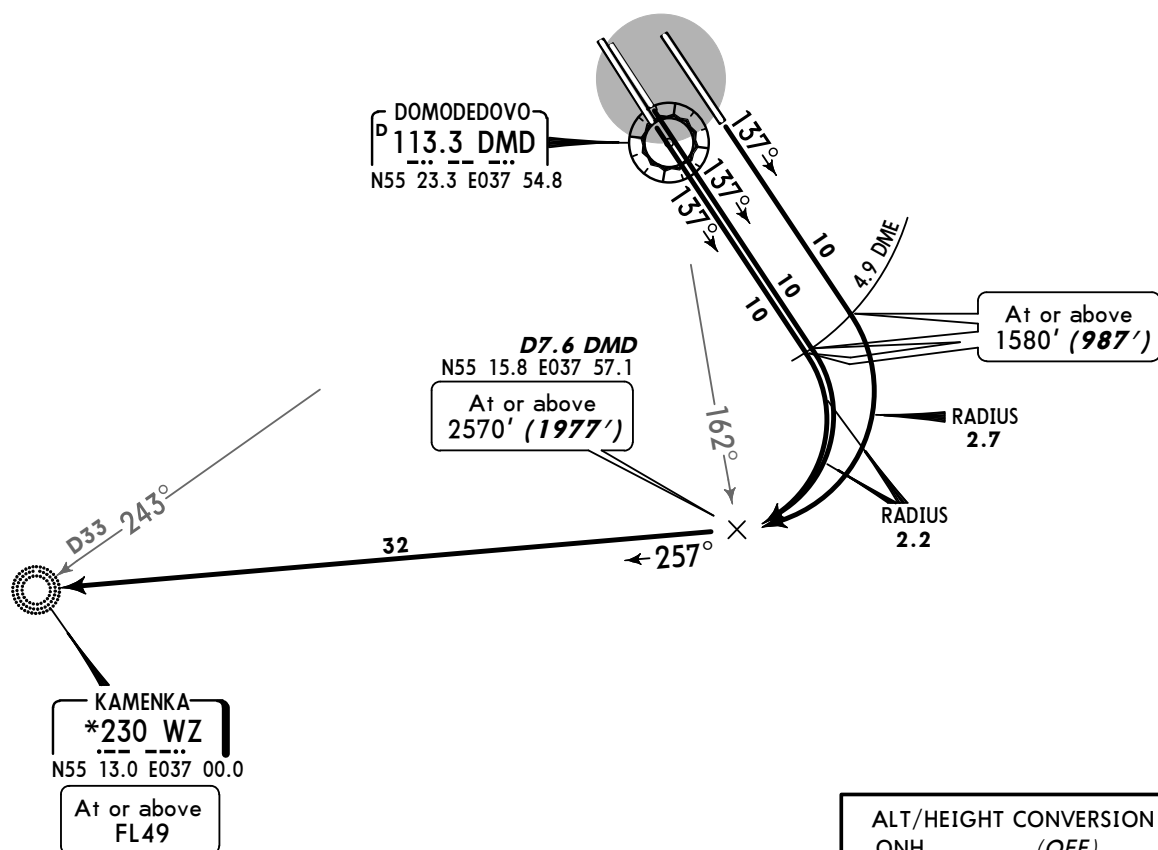
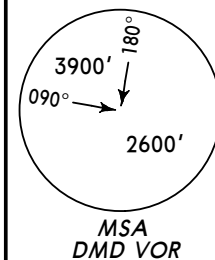
*Apt Elev*  
**593'**

QNH on request **(QFE)**

Trans level: By ATC    Trans alt: 3880'    **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**KAMENKA 14D (WZ 14D)**  
**RWYS 14R/L/C DEPARTURE**  
**FOR TRANSITION FROM WZ REFER TO CHART 30-3N**



**ALT/HEIGHT CONVERSION**

<b>QNH</b>	<b>(QFE)</b>
1250'	<b>(657' - 200m)</b>
1580'	<b>(987' - 300m)</b>
2570'	<b>(1977' - 600m)</b>
3550'	<b>(2957' - 900m)</b>
3880'	<b>(3287' - 1000m)</b>

FL CONVERSION  
FL49      *FL1500m*

Initial climb clearance 3550' (**2957'**)

## ROUTING

Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 257° bearing to WZ.

**CHANGES:** RWY designation; SID revised.

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**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**

16 NOV 07

**(30-3G)**

**Eff 22 Nov**

**MOSCOW, RUSSIA**

**SID**

DOMODEDOVO  
Radar  
**127.7**

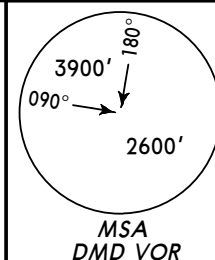
*Apt Elev*  
**593'**

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**KARTINO 14D (WT 14D)**  
**KARTINO 32D (WT 32D)**  
**RWYS 14R/L/C, 32L/R/C DEPARTURES**  
FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3M & 30-3N



**KARTINO**  
**1215 WT**  
N55 35.0 E037 47.0  
(DMD R-330/D12.5)

**WT 14D**  
At or above  
**FL49**

**WT 32D**  
At or above  
**2570' (1977')**

**WT 32D**  
Turn at or above  
**1250' (657')**



ALT/HEIGHT CONVERSION	QNH	(QFE)
1250'	(657' - 200m)	
1580'	(987' - 300m)	
2570'	(1977' - 600m)	
3220'	(2627' - 800m)	
3550'	(2957' - 900m)	
3880'	(3287' - 1000m)	

**FL CONVERSION**  
**FL49 FL1500m**

**DOMODEDOVO**  
**113.3 DMD**  
N55 23.3 E037 54.8

**D5.4 DMD**  
N55 18.0 E037 52.6  
At or above  
**3220' (2627')**

**ILS DME**  
**DOMODEDOVO**  
**P (111.9) IDE**  
N55 23.9 E037 56.6

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

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**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**WT 32D**

**Initial climb clearance 3550' (2957')**

SID	RWY	ROUTING
<b>WT 14D</b>	<b>14R/L/C</b>	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 342° bearing to WT.
<b>WT 32D</b>	<b>32L/R/C</b>	Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1250' (657'), turn RIGHT to WT.

CHANGES: RWY designation; SIDs revised.

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**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
16 NOV 07 **(30-3H)** **Eff 22 Nov**

**MOSCOW, RUSSIA**  
**SID**

DOMODEDOVO  
Radar  
**127.7**

*Apt Elev*  
**593'**

QNH on request **(QFE)**

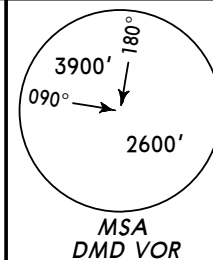
Trans level: By ATC Trans alt: 3880' **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**KARTINO 14E (WT 14E)**  
**RWYS 14R/L/C DEPARTURE**

**BY ATC**

**FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3M & 30-3N**



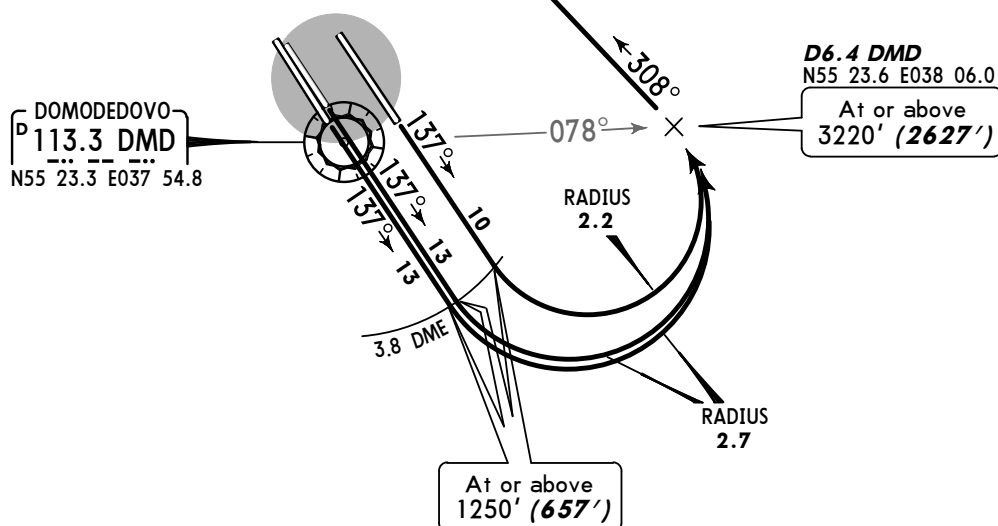
**KARTINO**  
**1215 WT**  
N55 35.0 E037 47.0

At or above  
**FL49**



QNH	(QFE)
1250'	<b>(657' - 200m)</b>
3220'	<b>(2627' - 800m)</b>
3550'	<b>(2957' - 900m)</b>
3880'	<b>(3287' - 1000m)</b>

**FL CONVERSION**  
**FL49 FL1500m**



**RWY 14L**

This SID requires a minimum climb gradient of 225' per NM (3.7%) up to 3220' (2627').

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	562	749	937	1124

**Initial climb clearance 3550' (2957')**

**ROUTING**

Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, intercept 308° bearing to WT.



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
16 NOV 07 **(30-3J)** **Eff 22 Nov**

**MOSCOW, RUSSIA**  
**SID**

DOMODEDOVO  
Radar  
**127.7**

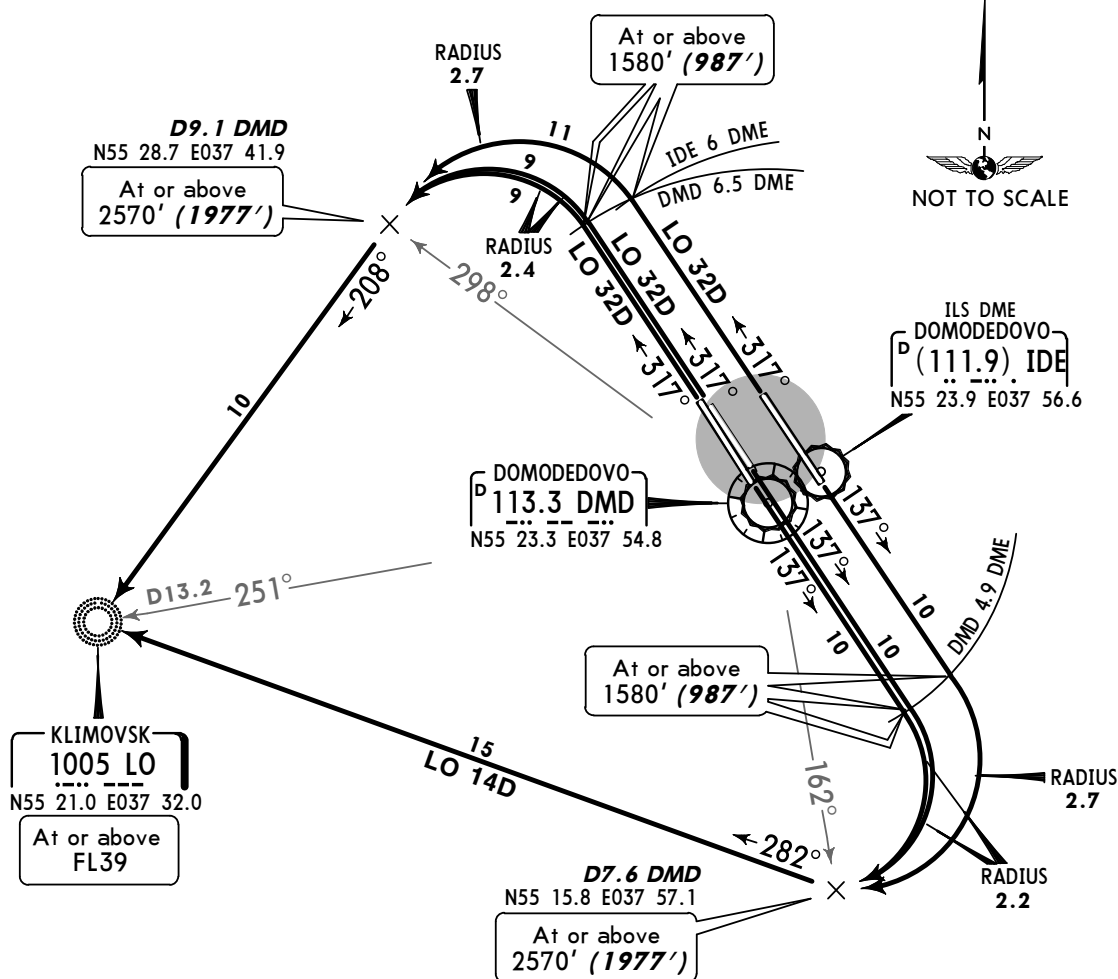
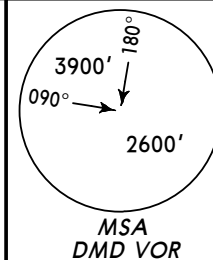
*Apt Elev*  
**593'**

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**KLIMOVSK 14D (LO 14D)**  
**KLIMOVSK 32D (LO 32D)**  
**RWYS 14R/L/C, 32L/R/C DEPARTURES**  
FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3M & 30-3N



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2570'	(1977' - 600m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION  
FL39 **FL1200m**

**RWY 32L**

This SID requires a minimum climb gradient of 231' per NM (3.8%) up to 2570' (1977').

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

Initial climb clearance 3550' **(2957')**

SID	RWY	ROUTING
<b>LO 14D</b>	<b>14R/L/C</b>	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 282° bearing to LO.
<b>LO 32D</b>	<b>32L/R/C</b>	Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT, intercept 208° bearing to LO.

**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**

16 NOV 07

**(30-3K)**

**Eff 22 Nov**

**MOSCOW, RUSSIA**

**SID**

DOMODEDOVO  
Radar  
**127.7**

*Apt Elev*  
**593'**

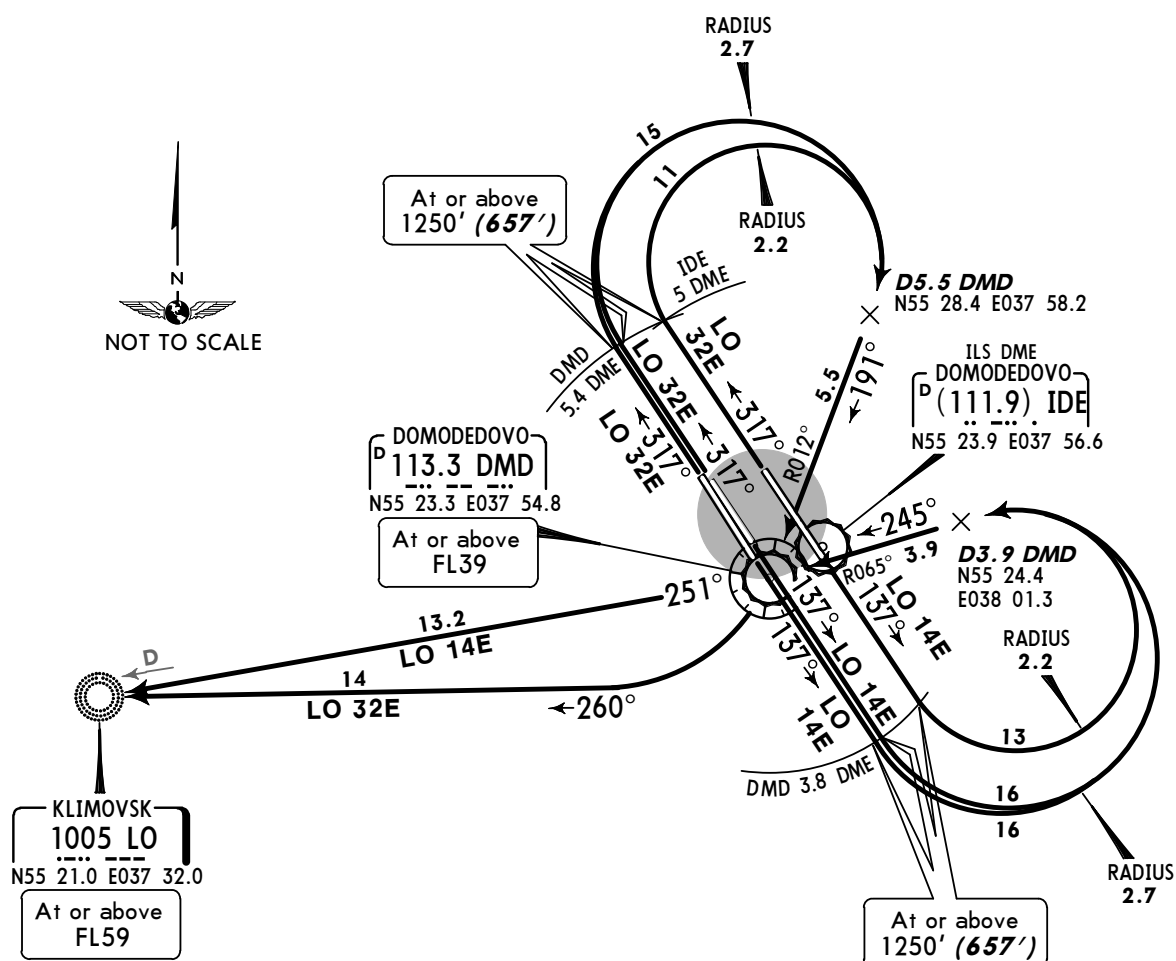
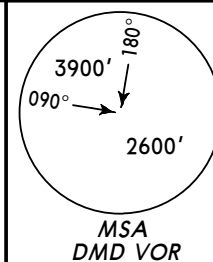
QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**KLIMOVSK 14E (LO 14E)**  
**KLIMOVSK 32E (LO 32E)**  
**RWYS 14R/L/C, 32L/R/C DEPARTURES**  
**BY ATC**

FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3M & 30-3N



**ALT/HEIGHT CONVERSION**

QNH **(QFE)**  
1250' **(657' - 200m)**  
3550' **(2957' - 900m)**  
3880' **(3287' - 1000m)**

**FL CONVERSION**

FL39 **FL1200m**  
FL59 **FL1800m**

Initial climb clearance 3550' **(2957')**

SID	RWY	ROUTING
<b>LO 14E</b>	<b>14R/L/C</b>	Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, 245° track to DMD, DMD R-251 to LO.
<b>LO 32E</b>	<b>32L/R/C</b>	Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1250' (657'), turn RIGHT, 191° track to DMD, intercept 260° bearing to LO.

**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**

**MOSCOW, RUSSIA**

16 NOV 07

**30-3L**

**Eff 22 Nov**

**SID**

DOMODEDOVO  
Radar  
**127.7**

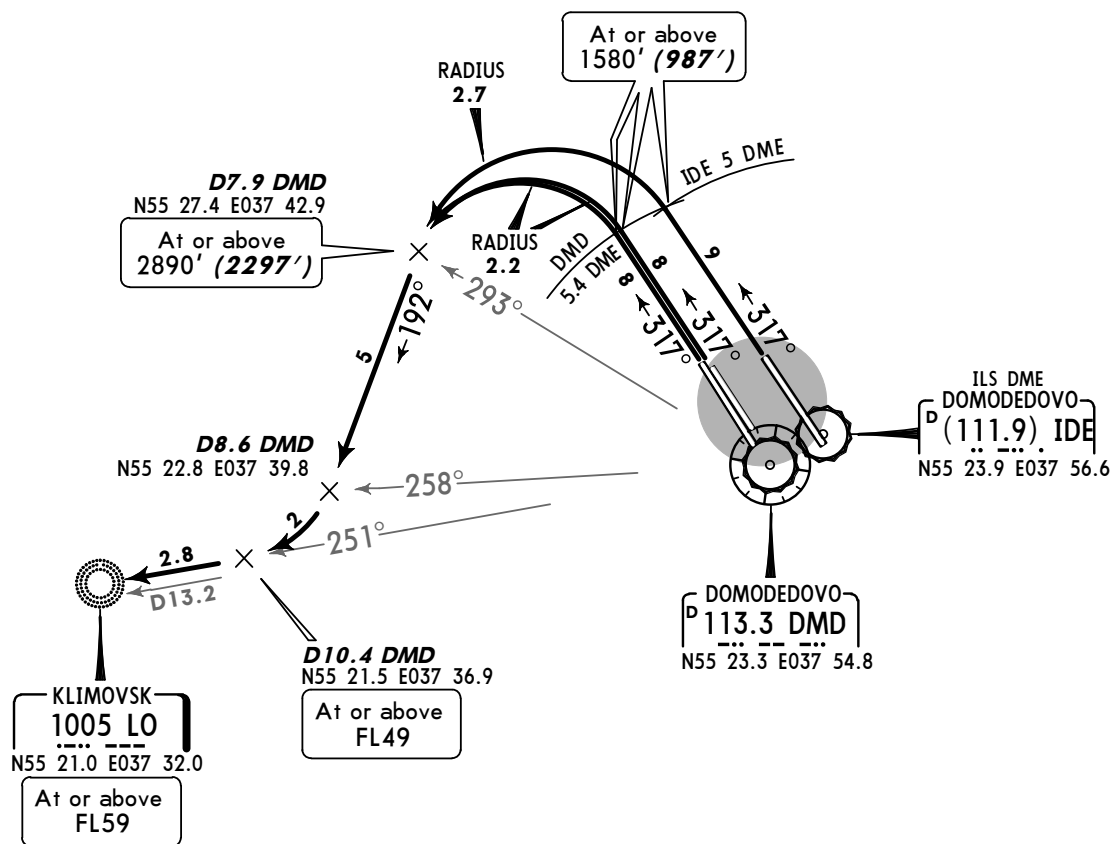
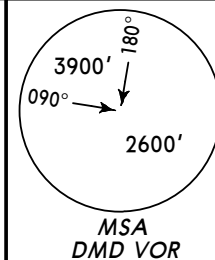
*Apt Elev*  
**593'**

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**KLIMOVSK 32G (LO 32G)**  
**RWYS 32L/R/C DEPARTURE**  
FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3M & 30-3N



**ALT/HEIGHT CONVERSION**

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2890'	(2297' - 700m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

**FL CONVERSION**

FL49	<b>FL1500m</b>
FL59	<b>FL1800m</b>

This SID requires a minimum climb gradient of 304' per NM (5%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

**Initial climb clearance 3550' (2957')**

**ROUTING**

Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1580' (987'), turn LEFT, 192° track to D8.6 DMD, intercept DMD R-251 to LO.

**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
30 JAN 09 **(30-3M)** **Eff 12 Feb**

**MOSCOW, RUSSIA**  
**SID**

DOMODEDOVO  
Radar  
**127.7**

*Apt Elev*  
**593'**

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

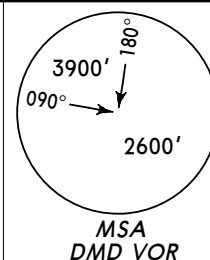
**1.** After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

**OKREM 14E (OKREM 14E) [OKR14E]**

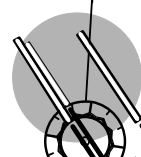
**RWYS 14R/L/C DEPARTURE**

**BY ATC**

**FOR TRANSITION FROM OKREM REFER TO CHART 30-3P**



DOMODEDOVO  
D **113.3 DMD**  
N55 23.3 E037 54.8



At or above  
1250'  
**(657')**

**D7.3 DMD**  
N55 19.2 E038 05.4

At or above  
1910' **(1317')**

**OKREM**  
N55 18.0 E038 42.0

At or above  
FL49

DMD  
3.8 DME

084°

21

092° **D27.5**

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
1250'	<b>(657' - 200m)</b>
1910'	<b>(1317' - 400m)</b>
3550'	<b>(2957' - 900m)</b>
3880'	<b>(3287' - 1000m)</b>

**FL CONVERSION**

FL49 **FL 1500m**

**Initial climb clearance 3550' (2957')**

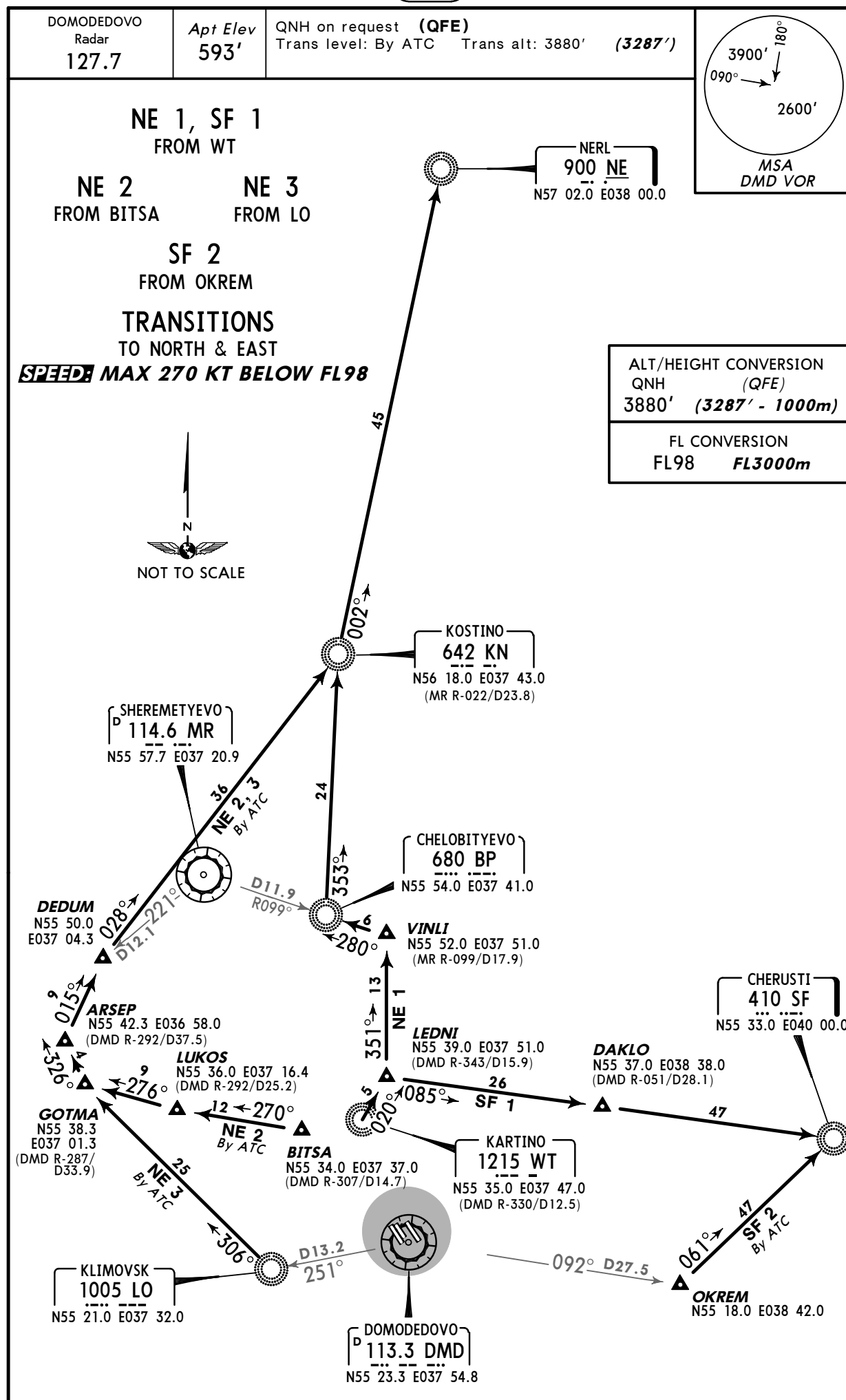
**ROUTING**

Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, 084° track to OKREM.

**UDD/DME**  
**DOMODEDOVO**

**JEPPESEN**  
19 JUN 09 **(30-3P)** **Eff 2 Jul**

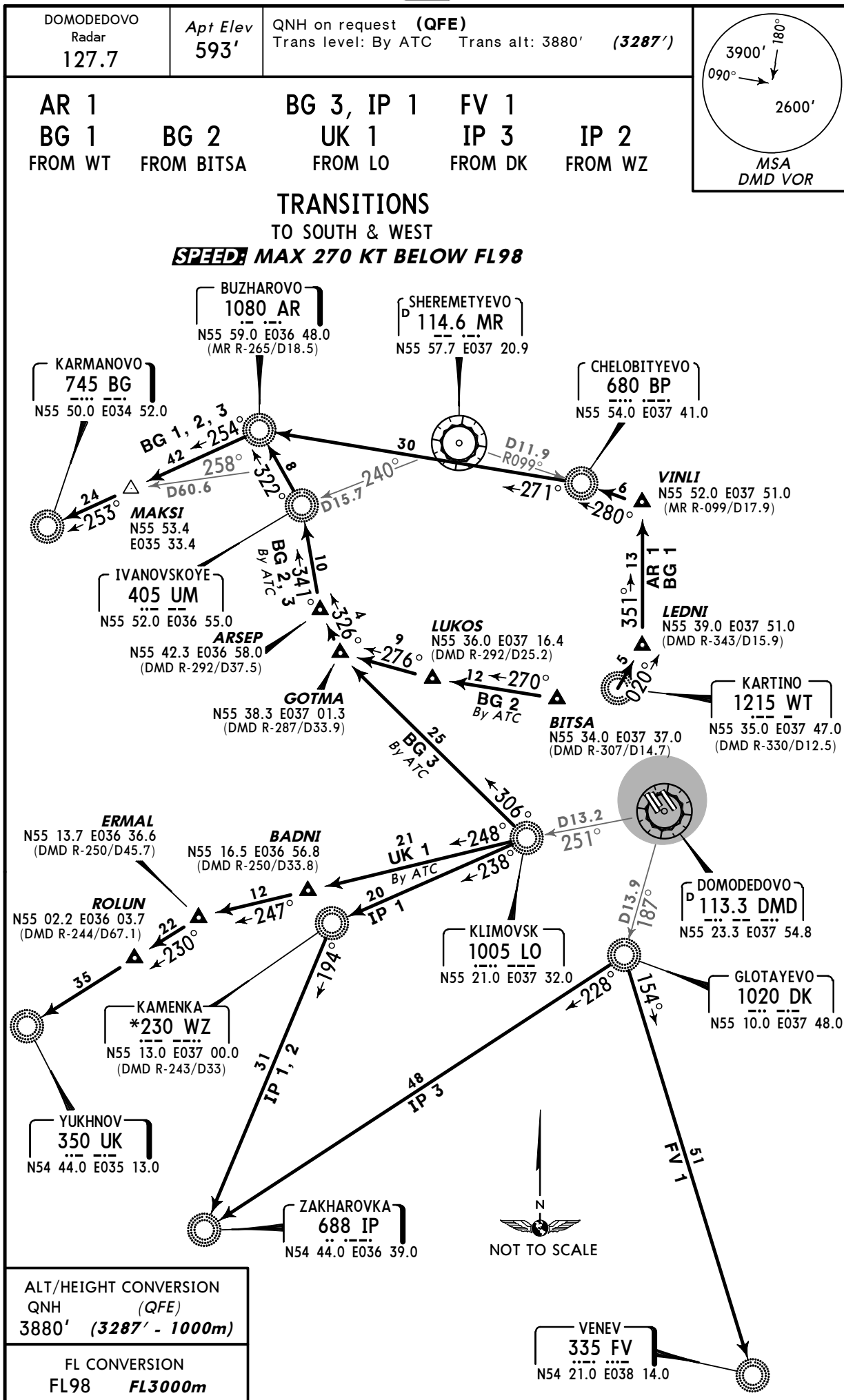
**MOSCOW, RUSSIA**  
**TRANSITION**



**UDD/DME**  
**DOMODEDOVO**

**JEPPesen**  
19 JUN 09 **(30-3Q)** **Eff 2 Jul**

**MOSCOW, RUSSIA**  
**TRANSITION**



CHANGES: Transition AR 1 established.

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**UDD/DME**

Apt Elev **593'**  
N55 24.5 E037 54.5

**JEPPESEN**

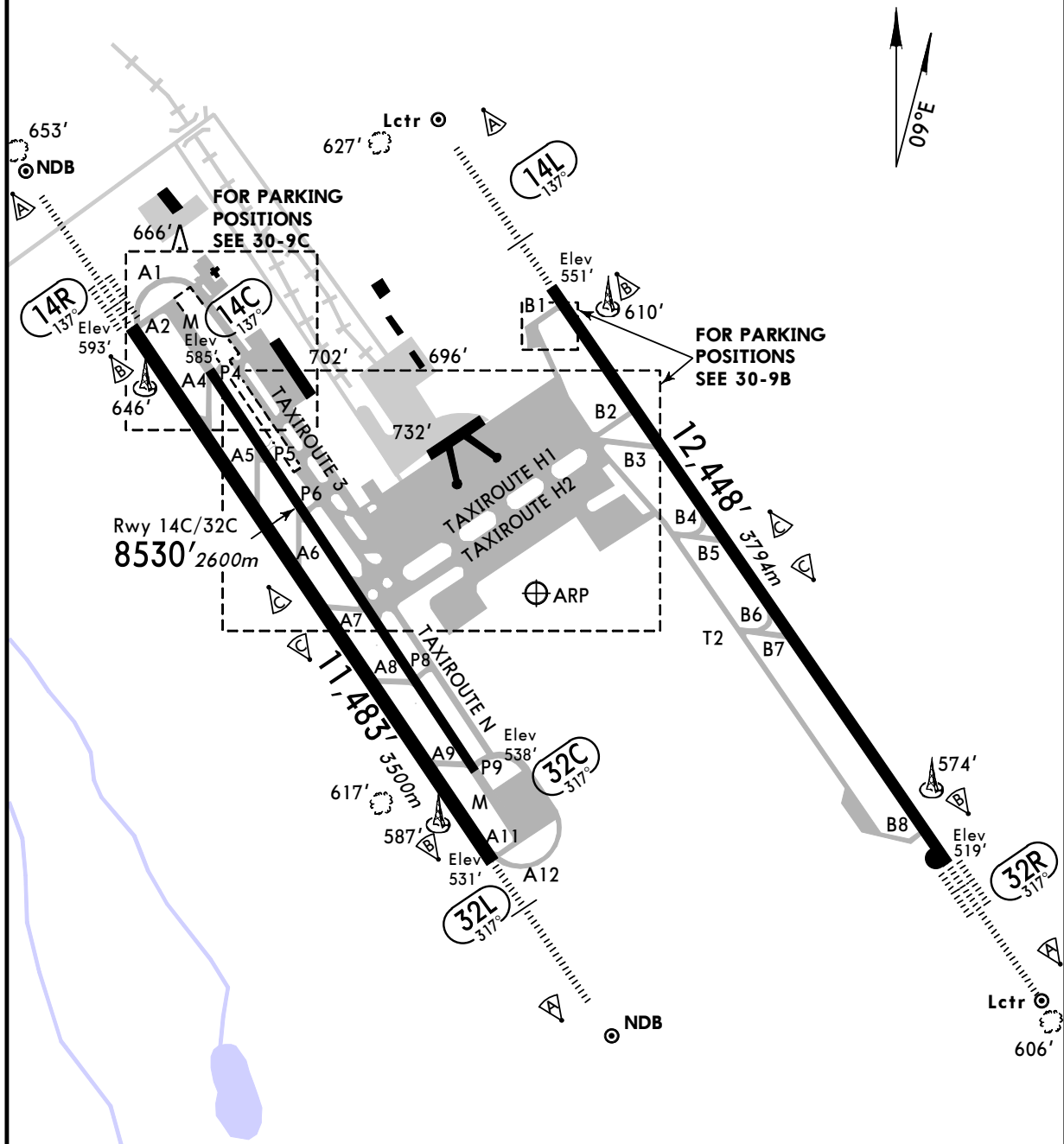
9 OCT 09 **(30-9)**

**MOSCOW, RUSSIA**

**DOMODEDOVO**

ATIS	DOMODEDOVO Delivery	Apron 1 (GND)	Apron 2 (GND)	Transit (RMP)	Tower 1	Tower 2
128.3 (Russian 122.95)	129.15	119.0	123.75	130.6	118.6	119.7

For AIRPORT BRIEFING refer to 30-1P pages



Feet 0 1000 2000 3000 4000 5000  
Meters 0 500 1000 1500

**UDD/DME** **JEPPESSEN**  
9 OCT 09 **(30-9A)****MOSCOW, RUSSIA**  
**DOMODEDOVO****ADDITIONAL RUNWAY INFORMATION**

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
14L	HIRL (60m) CL (15m) HIALS PAPI- L ❶ RVR		11,364' 3464m	❷	174'
32R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- R ❶ RVR		11,436' 3486m		53m
<b>❶</b> Angle 3.0°.					
<b>❷</b> TAKE-OFF RUN AVAILABLE					
<u>RWY 14L:</u> From twy B1 int 12,448' (3794m)					
twy B2 int 9547' (2910m)					
twy B3 int 7972' (2430m)					
 <u>RWY 32R:</u> From rwy head 12,448' (3794m)					
twy B8 int 11,467' (3495m)					
twy B7 int 8251' (2515m)					
twy B6 int 7136' (2175m)					
twy B5 int 6365' (1940m)					
twy B4 int 5184' (1580m)					
14C				8136' 2480m	148'
32C	RL (60m)				45m
14R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- L ❸ RVR		9782' 2982m	❹	197'
32L	HIRL (60m) CL (15m) HIALS PAPI- L ❸ RVR		10,207' 3111m		60m
<b>❸</b> Angle 3.0°.					
<b>❹</b> TAKE-OFF RUN AVAILABLE					
<u>RWY 14R:</u> From twy A2 int 11,483' (3500m)					
twy A4 int 8711' (2655m)					
twy A5 int 7218' (2200m)					
twy A6 int 5741' (1750m)					
 <u>RWY 32L:</u> From twy A11 int 11,483' (3500m)					
twy A9 int 8711' (2655m)					
twy A8 int 7218' (2200m)					
twy A7 int 5741' (1750m)					



UDD/DME

17 JUL 09

30-9B

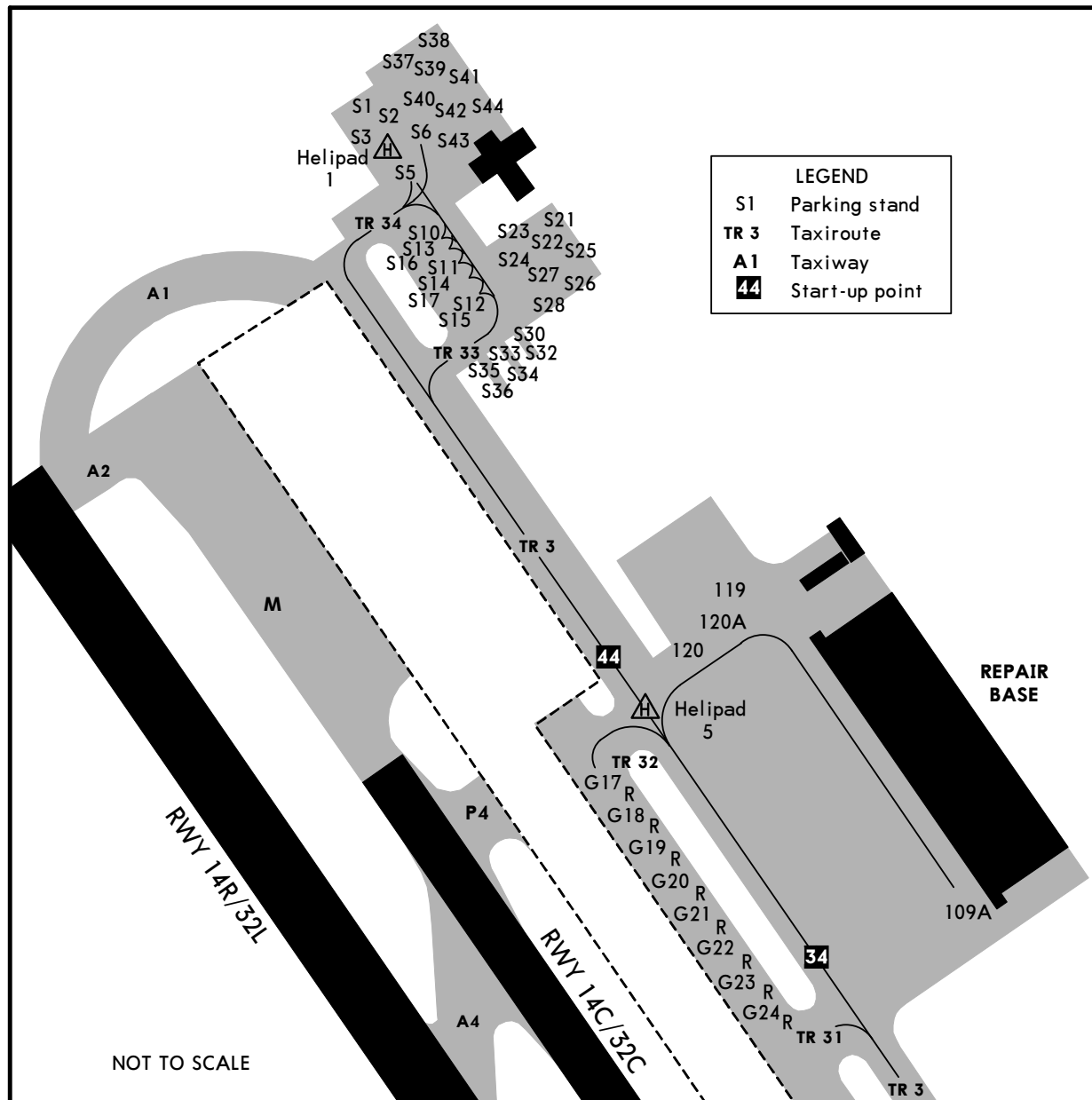
Eff 30 Jul

**MOSCOW, RUSSIA**  
DOMODEDOVO



CHANGES: Taxi routes 35 & 36 added.

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**UDD/DME**
**JEPPESSEN**  
 17 JUL 09 **(30-9C)** **Eff 30 Jul**
**MOSCOW, RUSSIA**  
**DOMODEDOVO**

**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
2	N55 24.8 E037 53.9	53, 53R	N55 24.7 E037 54.7
3	N55 24.7 E037 53.9	54 thru 56R	N55 24.7 E037 54.6
4, 5	N55 24.7 E037 54.0	57, 57R	N55 24.7 E037 54.5
6 thru 9	N55 24.7 E037 54.1	58, 58R	N55 24.6 E037 54.5
10, 11	N55 24.8 E037 54.0	59, 59R	N55 24.6 E037 54.4
12, 12A, 13	N55 24.8 E037 54.1	60, 60R, 61	N55 24.6 E037 54.3
14 thru 16	N55 24.8 E037 54.2	63, 63A	N55 24.7 E037 54.1
17 thru 19	N55 24.8 E037 54.3	74 thru 74R	N55 24.6 E037 53.9
20, 21	N55 24.8 E037 54.2	81	N55 24.7 E037 55.0
22	N55 24.9 E037 54.2	82	N55 24.7 E037 55.1
28 thru 28R	N55 24.9 E037 54.8	83	N55 24.6 E037 55.0
30 thru 31R	N55 25.0 E037 54.6	84	N55 24.6 E037 54.9
35, 36	N55 24.5 E037 54.3		
38	N55 24.6 E037 54.4		
41	N55 24.6 E037 54.6		
42	N55 24.7 E037 54.6		
43	N55 24.7 E037 54.7		
45, 46	N55 24.7 E037 54.8		
47	N55 24.8 E037 54.9		
52, 52R	N55 24.8 E037 54.8		

UDD/DME


**JEPPESEN**  
21 NOV 08 (30-9D)

**MOSCOW, RUSSIA**  
DOMODEDOVO

## DOCKING GUIDANCE SYSTEM (SAFEDOCK)

### GENERAL

The system is formed by centerline indicators (Azimuth Guidance Unit), approach index and stop position indicator, so as alphanumeric indication, composed of a display unit, control and laser scanner at the top of a pole located at the parking axis extension in the surface of the apron, in front of the cockpit.

The display unit shows the following information types:

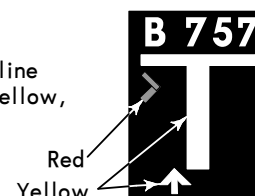
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the stop position.
- Indication of azimuth: The off-center respect to the docking direction is shown by a yellow arrow. A flashing red arrow shows the direction to correct.
- Indication of distance: The "T" vertical arm is going to be reduced from 39'/12m before the stop position. Each line of LEDs (light-emitting diode) represents 2'/0.5m approximately.
- Indication of stop: The "T" horizontal arm remains at 2'/0.5m to the stop position. When it is just reached, the display unit shows "STOP" and two rectangular groups of red LEDs will be on.

### PILOT INSTRUCTIONS

- Check that the correct acft type is displayed.  
The mobile arrows indicate that the system is activated.



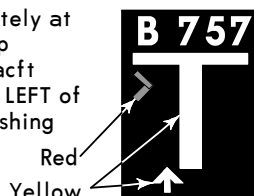
- DOCKING  
Follow the LEDs line.  
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.



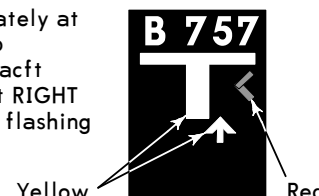
### 3. IDENTIFICATION

When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.

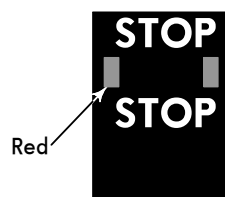


The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



### 4. STOP

When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

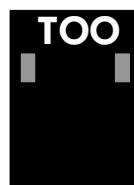


### 5. DOCKING ON

When the acft is correctly parked, the display unit will show "OK" some seconds later.



- If the acft has overshot the stop position, "TOO FAR" will be displayed.



### 7. IDENTIFICATION FAILURE

The acft is identified during the entrance into the parking position. If for any reason the identification is not achieved "ID FAIL", the display will show "STOP" and "WAIT". If the acft is identified, docking can proceed. If not, the display will show "STOP".



### 8. SLOW DOWN

When the acft exceed the pre-programmed approach speed, the display unit will show "DOWN GRAD".



**UDD/DME** **JEPPESEN**  
25 SEP 09 **30-9S****Standard**  
**MOSCOW, RUSSIA**  
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
<b>14L</b>	ILS	<b>751'</b> (200')	<b>751'</b> (200')	<b>751'</b> (200')	<b>751'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	<b>980'</b> (429')	<b>980'</b> (429')	<b>980'</b> (429')	<b>980'</b> (429')
	<i>ALS out</i>	<b>R1300m</b> R1500m	<b>R1300m</b> R1500m	<b>R1300m</b> R2000m	<b>R1300m</b> R2000m
<b>14R</b>	CAT 3A ILS	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>
	CAT 2 ILS	<b>693'</b> (100')	<b>693'</b> (100')	<b>693'</b> (100')	<b>693'</b> (100')
		<b>RA107' R350m</b>	<b>RA107' R350m</b>	<b>RA107' R350m</b>	<b>RA107' R350m</b>
	ILS	<b>793'</b> (200')	<b>793'</b> (200')	<b>793'</b> (200')	<b>793'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	<b>960'</b> (367')	<b>960'</b> (367')	<b>960'</b> (367')	<b>960'</b> (367')
		<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB	<b>1290'</b> (697')	<b>1290'</b> (697')	<b>1290'</b> (697')	<b>1290'</b> (697')
	<i>ALS out</i>	<b>C2700m</b> C3400m	<b>C2700m</b> C3400m	<b>C2900m</b> C3600m	<b>C2900m</b> C3600m
<b>32L</b>	ILS	<b>731'</b> (200')	<b>731'</b> (200')	<b>731'</b> (200')	<b>731'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	<b>880'</b> (349')	<b>880'</b> (349')	<b>880'</b> (349')	<b>880'</b> (349')
		<b>R900m</b>	<b>R900m</b>	<b>R900m</b>	<b>R900m</b>
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB	<b>1220'</b> (689')	<b>1220'</b> (689')	<b>1220'</b> (689')	<b>1220'</b> (689')
	<i>ALS out</i>	<b>C2700m</b> C3400m	<b>C2700m</b> C3400m	<b>C2900m</b> C3600m	<b>C2900m</b> C3600m
<b>32R</b>	CAT 3A ILS	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>
	CAT 2 ILS	<b>619'</b> (100')	<b>619'</b> (100')	<b>619'</b> (100')	<b>619'</b> (100')
		<b>RA106' R350m</b>	<b>RA106' R350m</b>	<b>RA106' R350m</b>	<b>RA106' R350m</b>
	ILS	<b>719'</b> (200')	<b>719'</b> (200')	<b>719'</b> (200')	<b>719'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	<b>870'</b> (351')	<b>870'</b> (351')	<b>870'</b> (351')	<b>870'</b> (351')
		<b>R900m</b>	<b>R900m</b>	<b>R900m</b>	<b>R900m</b>
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

① Continuous Descent Final Approach.

UDD/DME

 **JEPPESEN**  
25 SEP 09 **(30-9S1)**

**Standard**  
**MOSCOW, RUSSIA**  
DOMODEDOVO

**TAKE-OFF RWY 14L/C/R, 32L/C/R**

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

**UDD/DME** **JEPPESEN**  
18 JUL 08 **(30-9X)** **Eff 31 Jul****JAA MINIMUMS**  
**MOSCOW, RUSSIA**  
DOMODEDOVO

<b>STRAIGHT-IN RWY</b>		<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
14L	ILS	<b>751'</b> (200')	<b>751'</b> (200')	<b>751'</b> (200')	<b>751'</b> (200')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	<b>980'</b> (429')	<b>980'</b> (429')	<b>980'</b> (429')	<b>980'</b> (429')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
14R	CAT 2 ILS DME	<b>693'</b> (100')	<b>693'</b> (100')	<b>693'</b> (100')	<b>693'</b> (100')
		<b>RA107' R350m</b>	<b>RA107' R350m</b>	<b>RA107' R350m</b>	<b>RA107' R350m</b>
	ILS DME	<b>793'</b> (200')	<b>793'</b> (200')	<b>793'</b> (200')	<b>793'</b> (200')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	<b>960'</b> (367')	<b>960'</b> (367')	<b>960'</b> (367')	<b>960'</b> (367')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	<b>1290'</b> (697')	<b>1290'</b> (697')	<b>1290'</b> (697')	<b>1290'</b> (697')
		<b>R1200m</b>	<b>R1400m</b>	<b>R1400m</b>	<b>R1800m</b>
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
32L	ILS DME	<b>731'</b> (200')	<b>731'</b> (200')	<b>731'</b> (200')	<b>731'</b> (200')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	<b>880'</b> (349')	<b>880'</b> (349')	<b>880'</b> (349')	<b>880'</b> (349')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	<b>1220'</b> (689')	<b>1220'</b> (689')	<b>1220'</b> (689')	<b>1220'</b> (689')
		<b>R1200m</b>	<b>R1400m</b>	<b>R1400m</b>	<b>R1800m</b>
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
32R	CAT 2 ILS	<b>619'</b> (100')	<b>619'</b> (100')	<b>619'</b> (100')	<b>619'</b> (100')
		<b>RA106' R350m</b>	<b>RA106' R350m</b>	<b>RA106' R350m</b>	<b>RA106' R350m</b>
	ILS	<b>719'</b> (200')	<b>719'</b> (200')	<b>719'</b> (200')	<b>719'</b> (200')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	<b>870'</b> (351')	<b>870'</b> (351')	<b>870'</b> (351')	<b>870'</b> (351')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

UDD/DME

**JEPPESEN**  
 18 JUL 08 **30-9X1** **Eff 31 Jul**

**JAA MINIMUMS**  
**MOSCOW, RUSSIA**  
 DOMODEDOVO

**TAKE-OFF RWY 14L, 14R, 32L, 32R**

	Approved Operators	LVP must be in Force				
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

**TAKE-OFF RWY 14C, 32C**

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

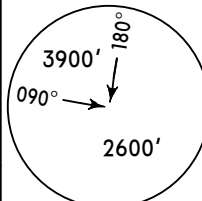
# UDD/DME DOMODEDOVO

**JEPPesen**  
22 MAY 09  
Eff 4 Jun (31-1)

## MOSCOW, RUSSIA ILS or 2 NDB Rwy 14L

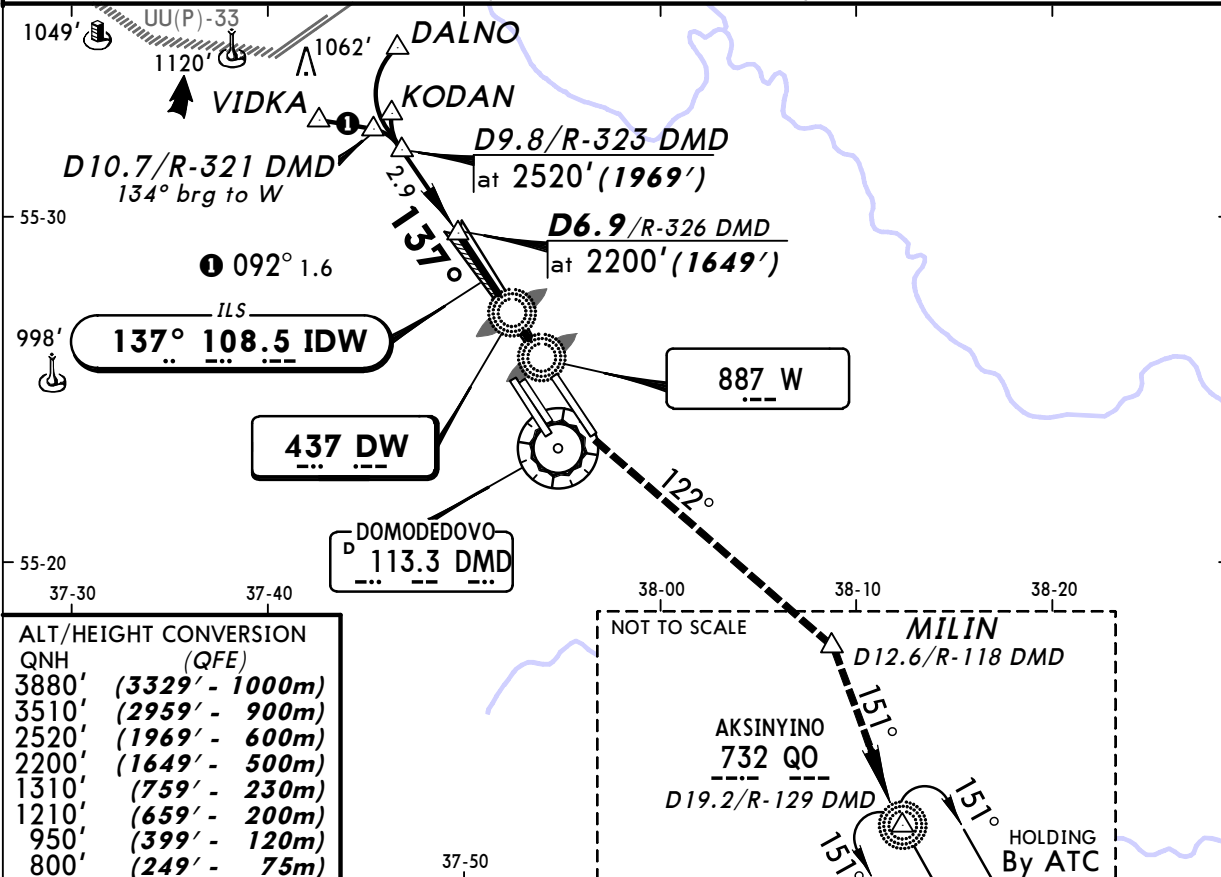
BRIEFING STRIP™

ATIS <b>128.3</b> (Russian <b>122.95</b> )	DOMODEDOVO Approach <b>120.6</b>	DOMODEDOVO Radar <b>127.7</b>	DOMODEDOVO Tower 2 <b>119.7</b>	Ground <b>119.0 123.75</b>
LOC IDW <b>108.5</b>	Final Aptch Crs <b>137°</b>	GS LOM <b>1305'(754')</b>	ILS DA(H) <b>751'(200')</b>	Apt Elev <b>593'</b>  RWY <b>551'</b>
NDB DW <b>437</b>		Minimum Alt <b>D6.9 DMD</b> <b>2200'(1649')</b>	NDB MDA(H) <b>980'(429')</b>	

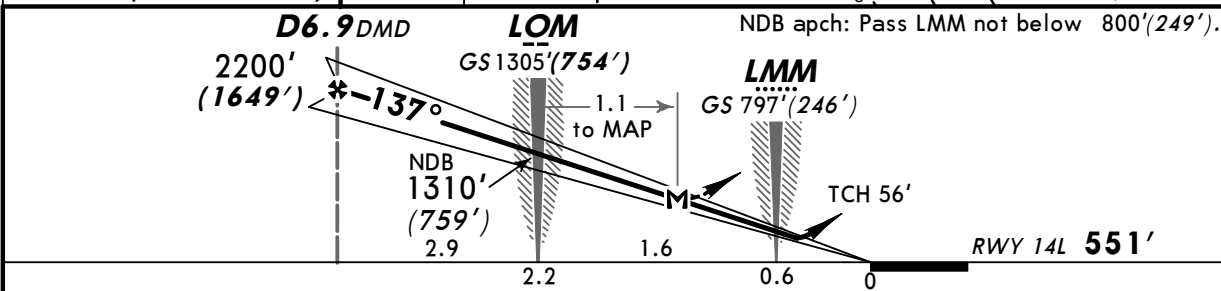


**MISSED APCH:** After passing LMM climb STRAIGHT AHEAD to 950' (399') or above, then turn LEFT onto 122° climbing to 2520' (1969') to MILIN, then turn RIGHT onto 151° climbing to 3510' (2959') to QO NDB, or as directed. At 1210' (659'), immediately contact RADAR.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3329')



ALT/HEIGHT CONVERSION	QNH (QFE)
3880'	(3329' - 1000m)
3510'	(2959' - 900m)
2520'	(1969' - 600m)
2200'	(1649' - 500m)
1310'	(759' - 230m)
1210'	(659' - 200m)
950'	(399' - 120m)
800'	(249' - 75m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	122°	2520'	MILIN
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861	PAPI	950'	LT	(399')	
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25			(1969')	

STRAIGHT-IN LANDING RWY 14L					
ILS DA(H) 751'(200')		LOC (GS out)		NDB MDA(H) 980'(429')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
D				RVR 1800m VIS 2000m	2400m

PANS OPS



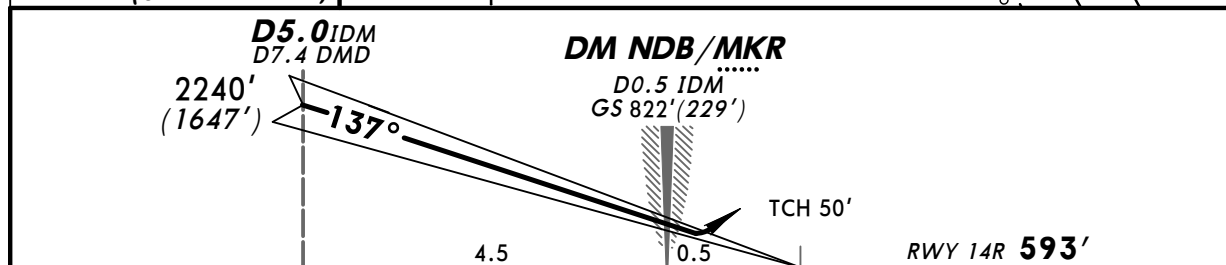
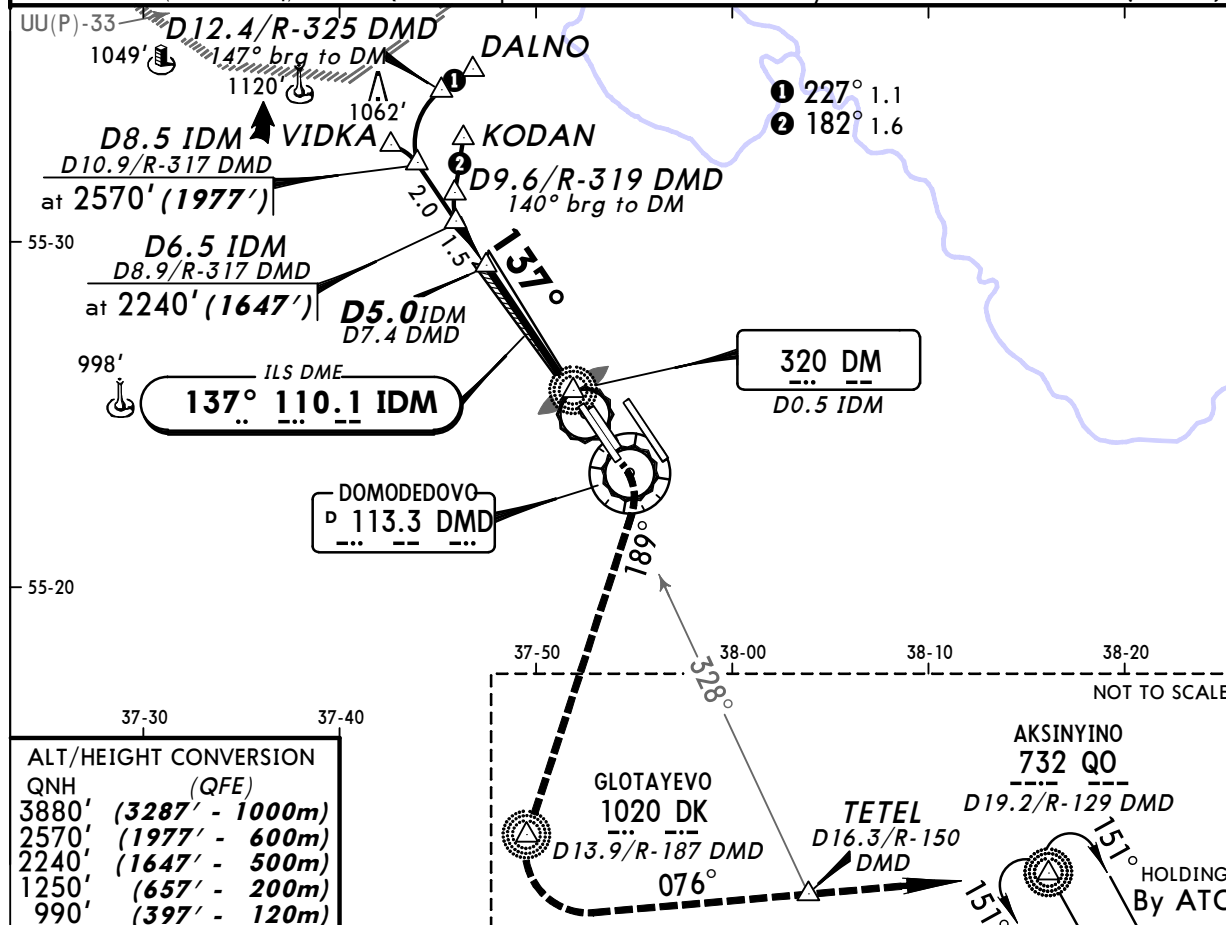
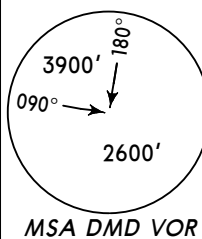
# UDD/DME DOMODEDOVO

**JEPPESSEN**  
22 MAY 09  
Eff 4 Jun (31-2)

# MOSCOW, RUSSIA ILS DME Rwy 14R

BRIEFING STRIP™

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian)	122.95	120.6	127.7	118.6
LOC IDM 110.1	Final Apch Crs 137°	GS D5.0 IDM 2240' (1647')	ILS DA(H) 793' (200')	Apt Elev 593' RWY 593'
<p><b>MISSED APCH:</b> After passing DM NDB/MKR climb STRAIGHT AHEAD to 990' (397') or above, then turn RIGHT onto 189° climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2570' (1977'), or as directed. At 1250' (657'), immediately contact RADAR.</p>				
<p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287')</p>				



Gnd speed-Kts	70	90	100	120	140	160	HALS-II	MIM	189°	2240'	DK
ILS GS	3.00°	377	484	538	646	753	861	990' (397')	RT	(1647')	1020

STRAIGHT-IN LANDING RWY 14R						
ILS DA(H) 793'(200')			LOC (GS out)			
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B						
C						
D						

PANS OPS

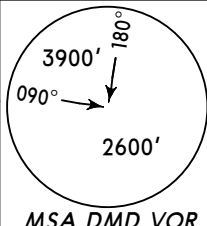
# UDD/DME DOMODEDOVO

22 MAY 09  
Eff 4 Jun

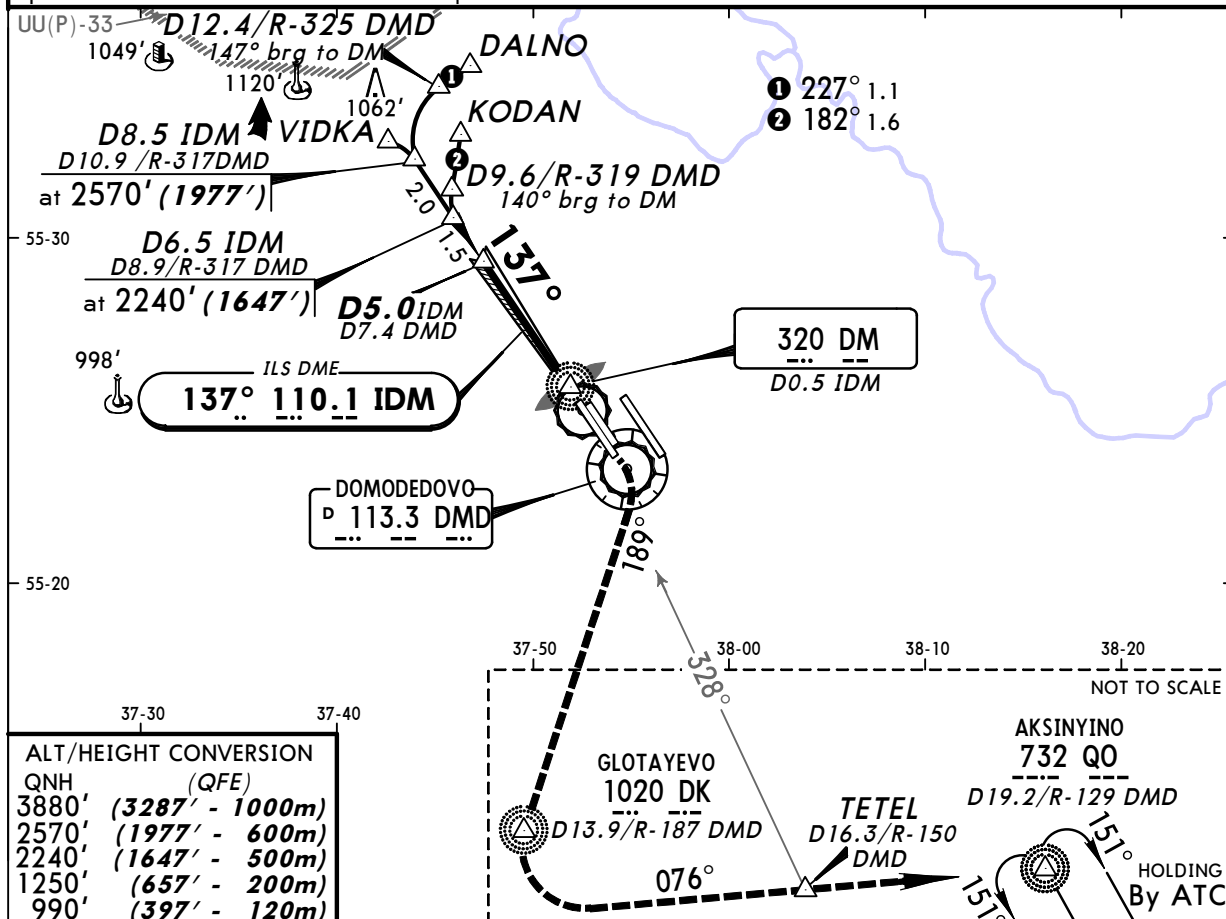
**JEPPESSEN**  
31-2A

# MOSCOW, RUSSIA CAT II ILS DME Rwy 14R

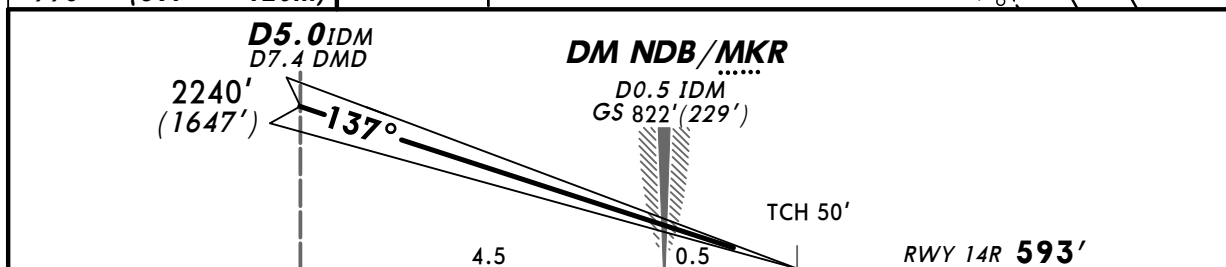
BRIEFING STRIP

ATIS <b>128.3</b> (Russian 122.95)	DOMODEDOVO Approach <b>120.6</b>	DOMODEDOVO Radar <b>127.7</b>	DOMODEDOVO Tower 1 <b>118.6</b>	Ground <b>119.0 123.75</b>
LOC IDM <b>110.1</b>	Final Apch Crs <b>137°</b>	GS <b>D5.0 IDM</b> 2240' (1647')	CAT II ILS <b>RA 107'</b> DA(H) 693' (100')	Apt Elev <b>593'</b> RWY <b>593'</b>
<p><b>MISSED APCH:</b> After passing DM NDB/MKR climb STRAIGHT AHEAD to 990' (397') or above, then turn RIGHT onto 189° climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2570' (1977'), or as directed. At 1250' (657'), immediately contact RADAR.</p>				 <p>MSA DMD VOR</p>

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287')  
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION	
QNH (QFE)	
3880' (3287' - 1000m)	
2570' (1977' - 600m)	
2240' (1647' - 500m)	
1250' (657' - 200m)	
990' (397' - 120m)	



Gnd speed-Kts	70	90	100	120	140	160	HALS-II	MIM	189°	2240'	DK
GS	3.00°	377	484	538	646	753	861	990' (397')	RT	(1647')	1020

STRAIGHT-IN LANDING RWY 14R  
CAT II ILS  
ABCD  
**RA 107'**  
DA(H) 693' (100')

RVR 350m

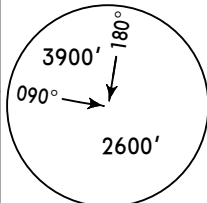
PANS OPS

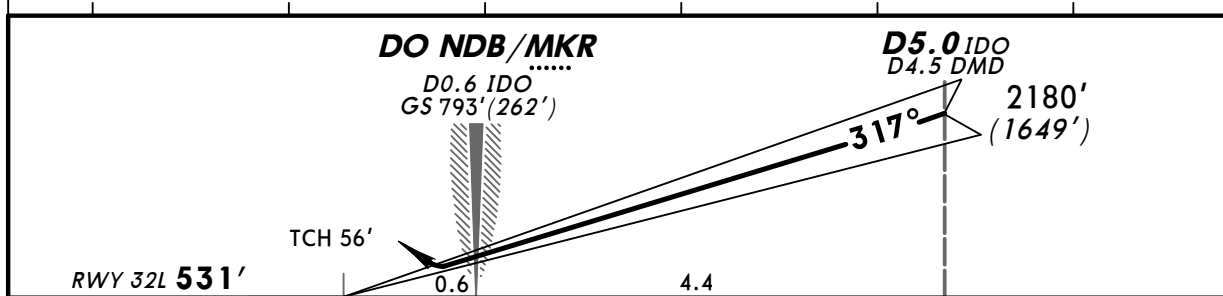
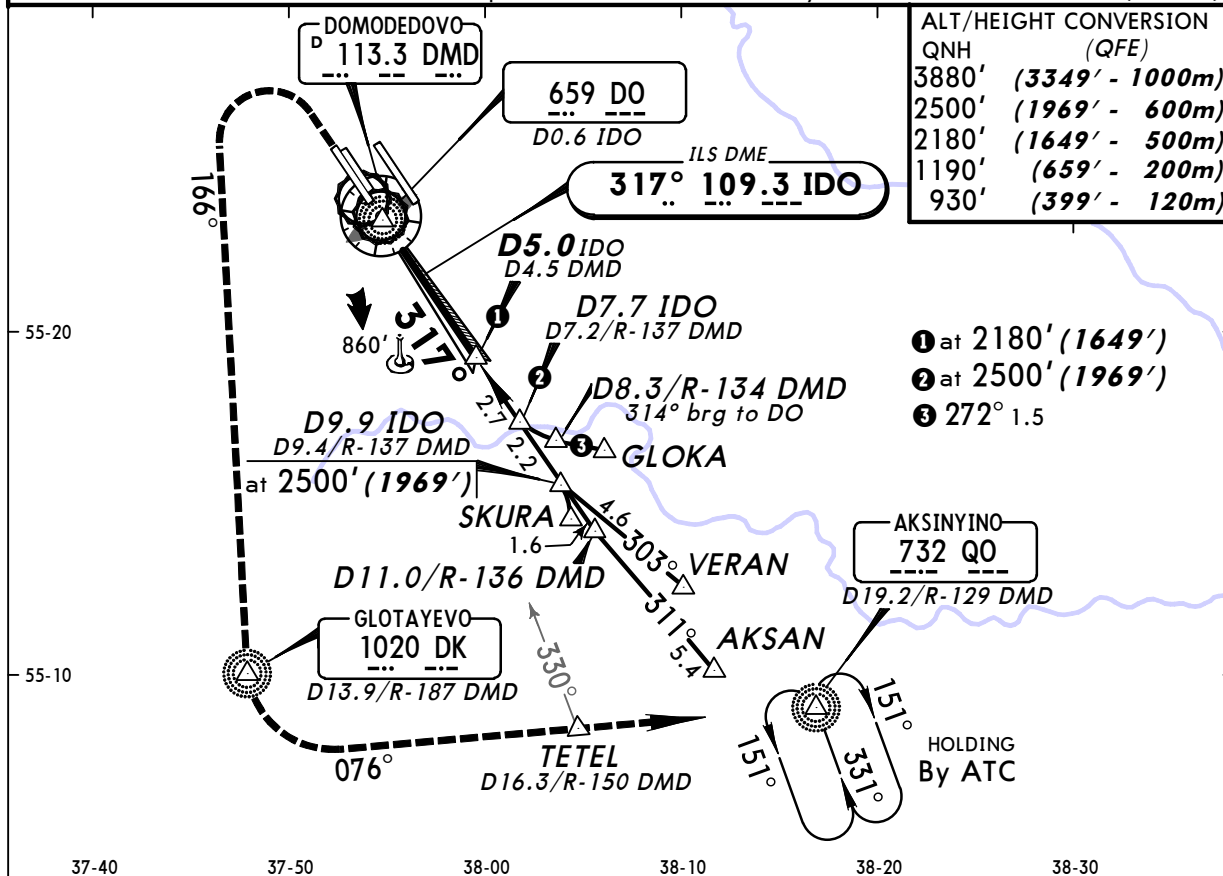
# UDD/DME DOMODEDOVO

**JEPPesen**  
22 MAY 09 **(31-3)** **Eff 4 Jun**

## MOSCOW, RUSSIA ILS DME Rwy 32L

BRIEFING STRIP™

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian) 122.95	120.6	127.7	118.6	119.0 123.75
LOC IDO	Final Apch Crs	GS D5.0 IDO	ILS DA(H)	Apt Elev 593'
109.3	317°	2180' (1649')	731' (200')	RWY 531'
<b>MISSED APCH:</b> After passing DO NDB/MKR climb STRAIGHT AHEAD to 930' (399') or above, then turn LEFT onto 166° climbing to 2180' (1649') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2500' (1969'), or as directed. At 1190' (659'), immediately contact RADAR.				 MSA DMD VOR
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: By ATC    Trans alt: 3880' (3349')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	166°	2180'	DK
ILS GS	3.00°	377	484	538	646	753	861	930' (399')	LT	(1649')	1020

STRAIGHT-IN LANDING RWY 32L			LOC (GS out)		
ILS			LOC (GS out)		
DA(H) 731' (200')			LOC (GS out)		
FULL			ALS out		
A					
B					
C	RVR 720m VIS 800m		1200m		NOT AUTHORIZED
D					

PANS OPS

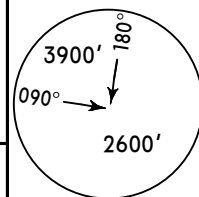
# UDD/DME DOMODEDOVO

**JEPPESSEN**  
22 MAY 09  
Eff 4 Jun (31-4)

# MOSCOW, RUSSIA ILS DME or 2 NDB Rwy 32R

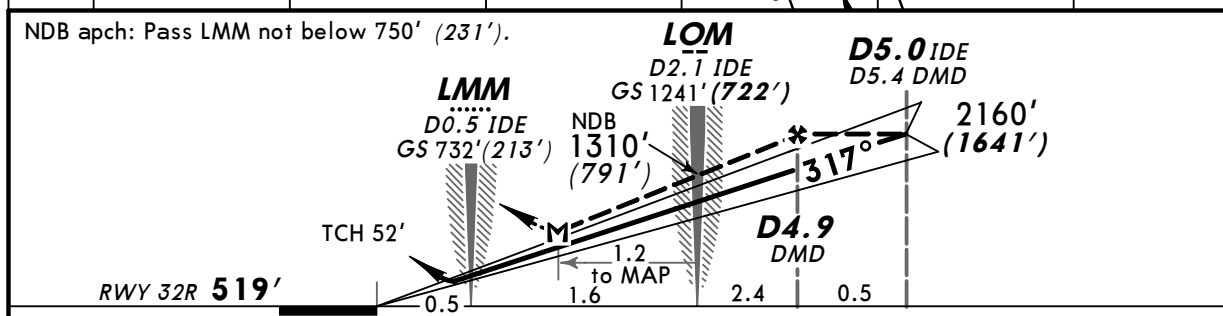
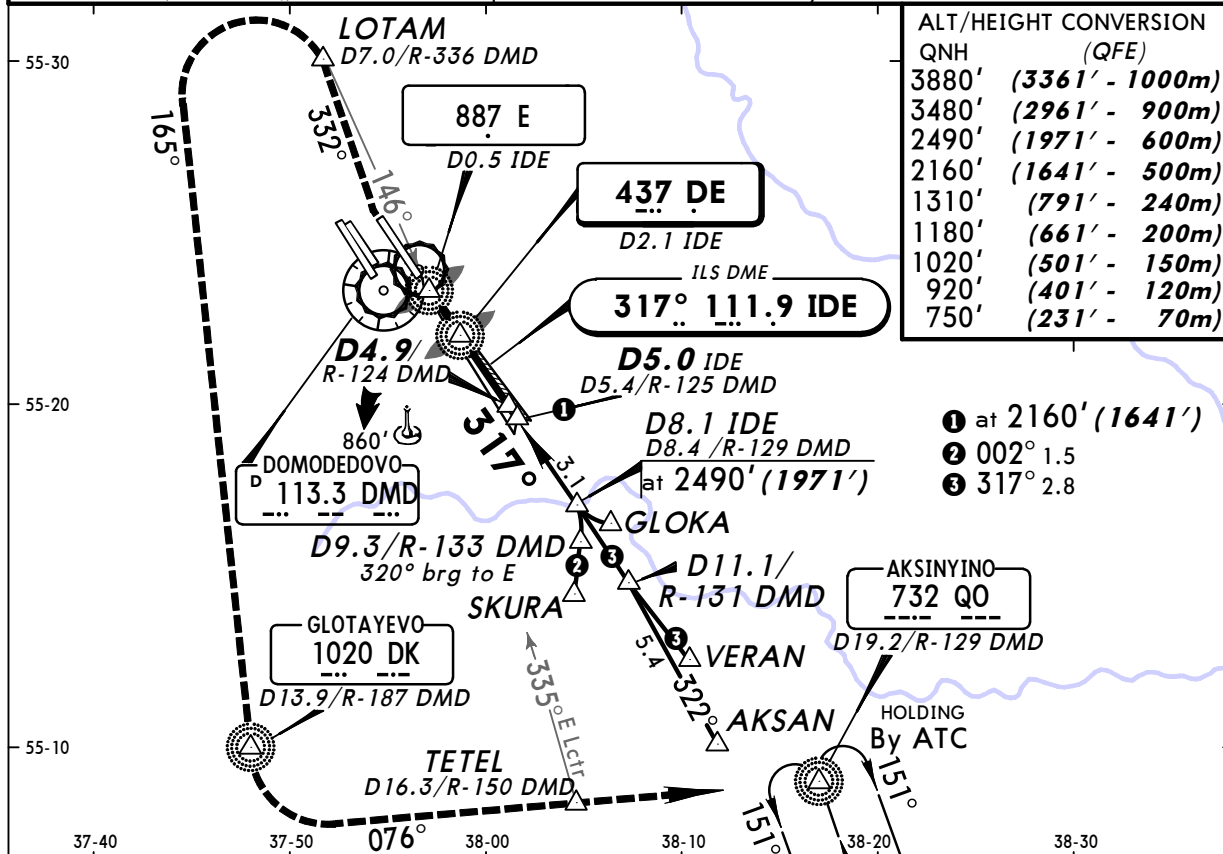
BRIEFING STRIP

ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 2 119.7	Ground 119.0 123.75
LOC IDE <b>111.9</b>	Final Apch Crs <b>317°</b>	GS LOM 1241' (722')	ILS DA(H) 719' (200')	Apt Elev 593'
NDB DE <b>437</b>		Minimum Alt D4.9 DMD 2160' (1641')	NDB MDA(H) 870' (351')	RWY <b>519'</b>



**MISSED APCH:** After passing LMM climb STRAIGHT AHEAD to 920' (401') (NDB: 1020' (501')) or above, then turn RIGHT onto 332° climbing to 2160' (1641') to LOTAM, then turn LEFT onto 165° to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2490' (1971'), or as directed. At 1180' (661'), immediately contact RADAR.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3361')



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	Refer to Missed Apch above
ILS GS	3.00°	377	484	538	646	753	861	PAPI	
NDB Desc Grad	5.8%	411	529	587	705	822	940		
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27		

STRAIGHT-IN LANDING RWY 32R						
ILS DA(H) 719' (200')			LOC (GS out)		NDB MDA(H) 870' (351')	
FULL	TDZ or CL out	ALS out				ALS out
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

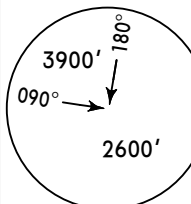
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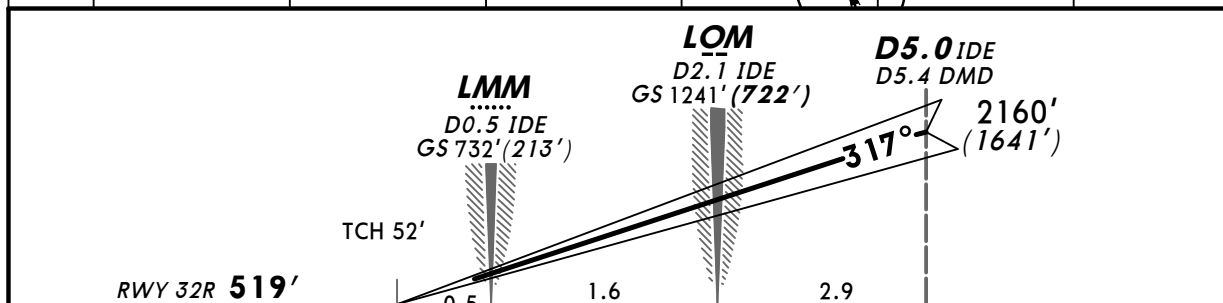
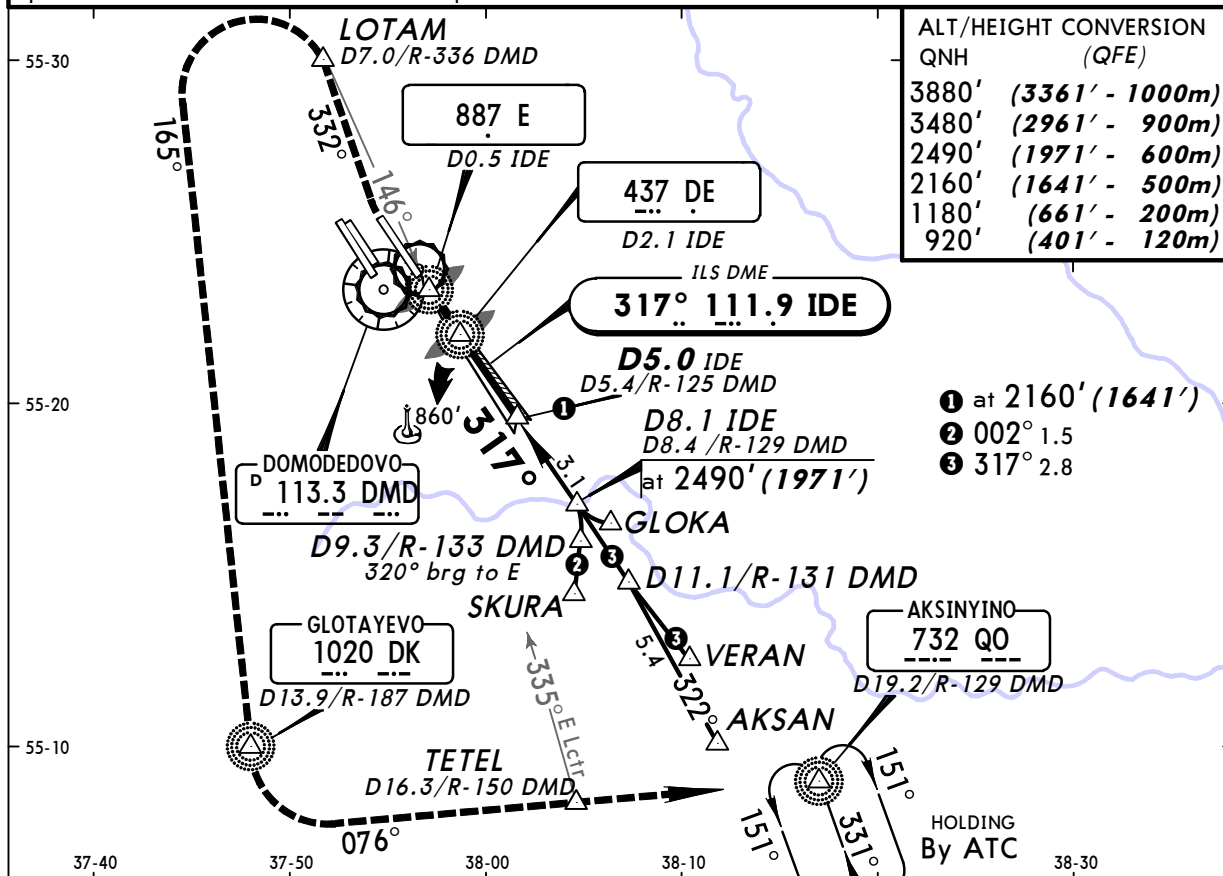
# UDD/DME DOMODEDOVO

**JEPPESSEN**  
22 MAY 09  
Eff 4 Jun (31-4A)

# MOSCOW, RUSSIA CAT II ILS DME Rwy 32R

BRIEFING STRIP

ATIS <b>128.3</b> (Russian <b>122.95</b> )	DOMODEDOVO Approach <b>120.6</b>	DOMODEDOVO Radar <b>127.7</b>	DOMODEDOVO Tower 2 <b>119.7</b>	Ground <b>119.0 123.75</b>
LOC IDE <b>111.9</b>	Final Apch Crs <b>317°</b>	GS LOM <b>1241' (722')</b>	CAT II ILS RA <b>106'</b> DA(H) 619' (100')	Apt Elev <b>593'</b> RWY <b>519'</b>
<b>MISSED APCH:</b> After passing LMM climb STRAIGHT AHEAD to 920' (401') or above, then turn RIGHT onto 332° climbing to 2160' (1641') to LOTAM, then turn LEFT onto 165° to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2490' (1971'), or as directed. At 1180' (661'), immediately contact RADAR.				 <b>MSA DMD VOR</b>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC
Special Aircrew & Acft Certification Required.		Trans alt: 3880' ( <b>3361'</b> )		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIM	332°	2160'	LOTAM
GS	3.00°	377	484	538	646	753	PAPI	920' (401')	RT	(1641')	

STRAIGHT-IN LANDING RWY 32R  
CAT II ILS  
ABCD  
RA 106'  
DA(H) 619' (100')

PANS OPS

RVR 350m

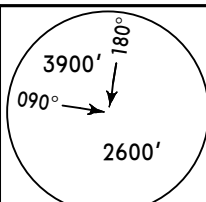


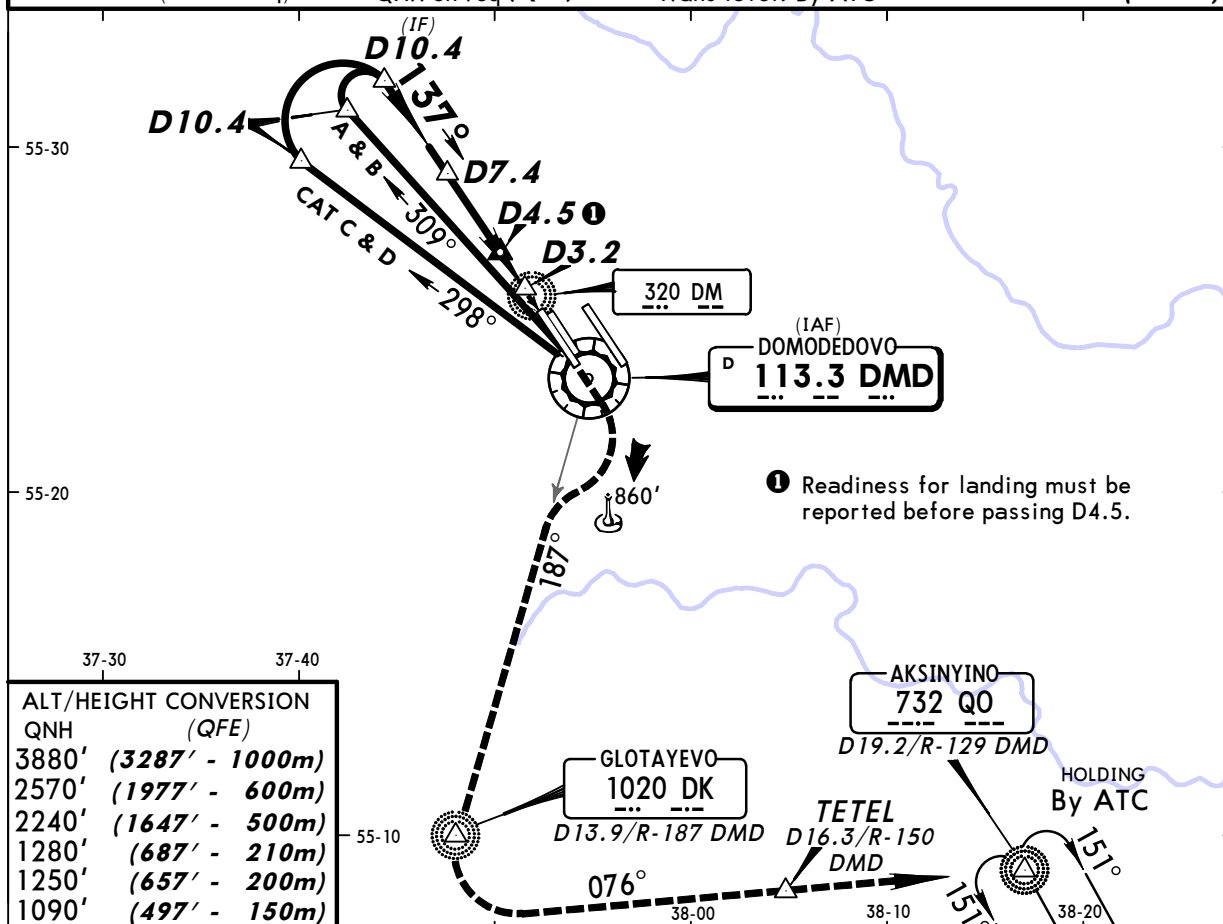
# UDD/DME DOMODEDOVO

**JEPPESSEN**  
1 MAY 09  
**Eff 7 May** (33-1)

# MOSCOW, RUSSIA VOR DME Rwy 14R

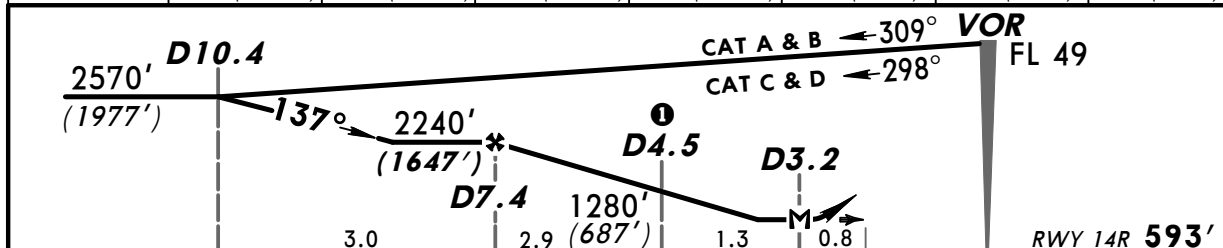
BRIEFING STRIP

ATIS		DOMODEDOVO Approach		DOMODEDOVO Radar		DOMODEDOVO Tower 1		Ground	
128.3 (Russian 122.95)		120.6		127.7		118.6		119.0 123.75	
VOR DMD 113.3		Final Apch Crs 137°		Minimum Alt D7.4 2240'(1647')		MDA(H) 960'(367')		Apt Elev 593' RWY 593'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1090' (497'), then turn RIGHT to intercept R-187 climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2570' (1977'), or as directed. At 1250' (657'), immediately contact RADAR.								 MSA DMD VOR	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 3880'(3287')			



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
1280'	(687' - 210m)
1250'	(657' - 200m)
1090'	(497' - 150m)

DMD DME	7.2	6.7	6.2	5.6	5.1	4.0	3.5
ALTITUDE (HAT)	2190' (1597')	2020' (1427')	1840' (1247')	1680' (1087')	1500' (907')	1150' (557')	990' (397')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1090' (497')	RT	R-187 DMD	2240' (1647')
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI			113.3	
MAP at D3.2											

STRAIGHT-IN LANDING RWY 14R							
MDA(H) 960' (367')				ALS out			
A							
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
C							
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m			

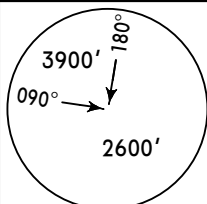
PANS OPS

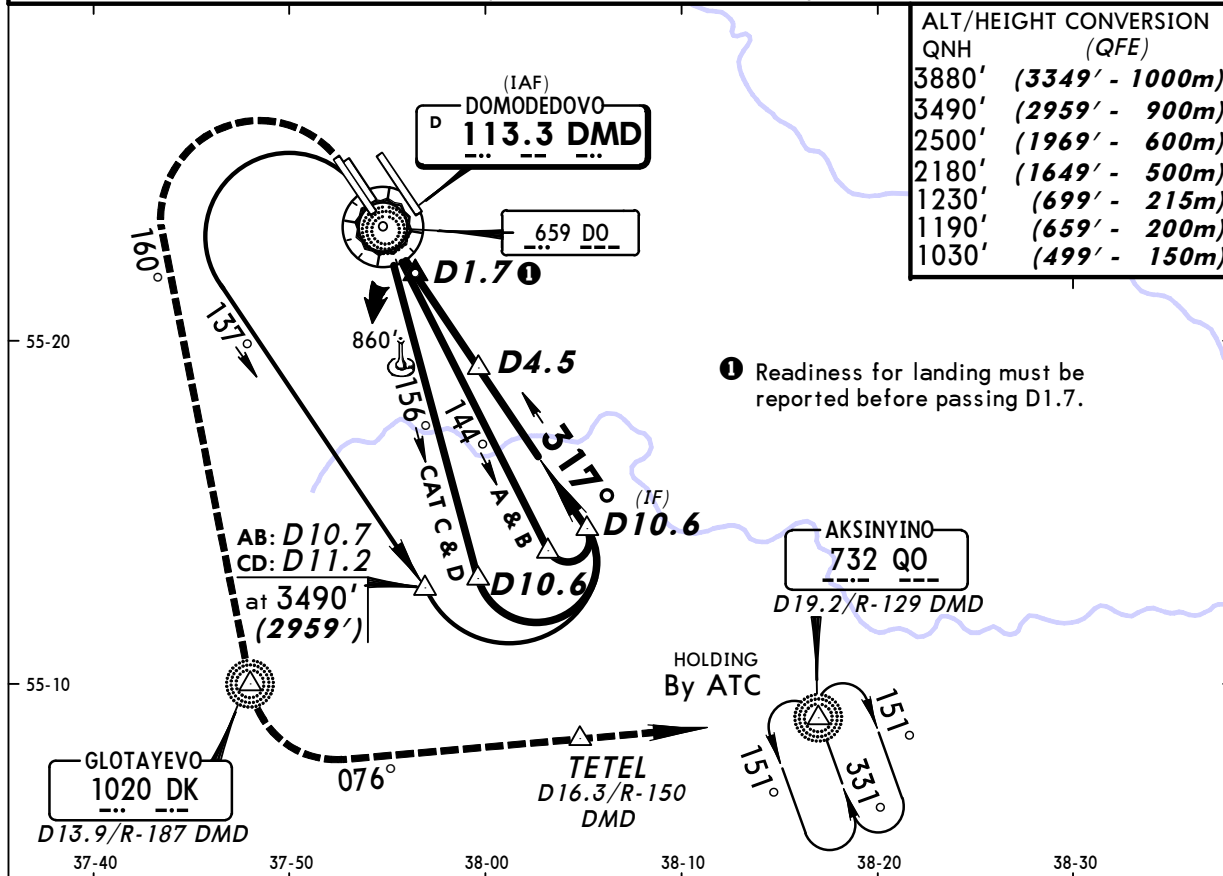
# UDD/DME DOMODEDOVO

**JEPPESEN**  
1 MAY 09  
**Eff 7 May** (33-2)

# MOSCOW, RUSSIA VOR DME Rwy 32L

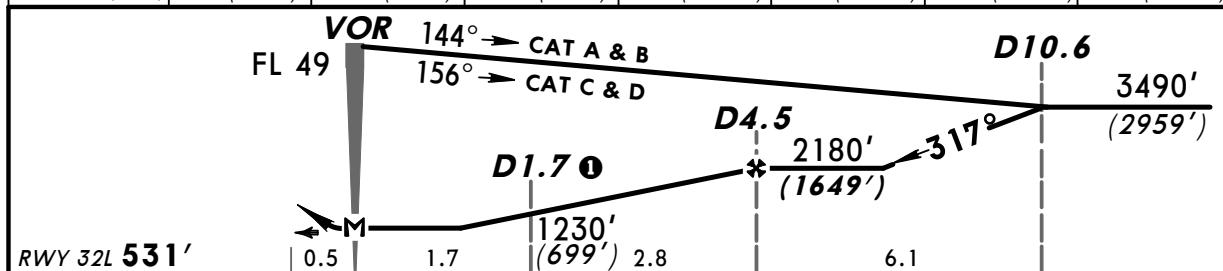
BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75
VOR DMD <b>113.3</b>	Final Apch Crs <b>317°</b>	Minimum Alt <b>D4.5</b> 2180' (1649')	MDA(H) 880' (349')	Apt Elev 593' RWY 531'
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1030' (499'), then turn LEFT onto 160° climbing to 2180' (1649') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2500' (1969'), or as directed. At 1190' (659'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC				Trans alt: 3880' (3349')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3880'	(3349' - 1000m)	
3490'	(2959' - 900m)	
2500'	(1969' - 600m)	
2180'	(1649' - 500m)	
1230'	(699' - 215m)	
1190'	(659' - 200m)	
1030'	(499' - 150m)	

DMD DME	0.6	1.1	2.2	2.8	3.3	3.8	4.4
ALTITUDE (HAT)	930' (399')	1090' (559')	1440' (909')	1620' (1089')	1780' (1249')	1960' (1429')	2140' (1609')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1030' (499')	160°	2180' (1649')	DK 1020
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI	↑	LT		
MAP at VOR											

STRAIGHT-IN LANDING RWY 32L							
MDA(H) 880' (349')							
ALS out							
A							
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
C							
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m			

PANS OPS

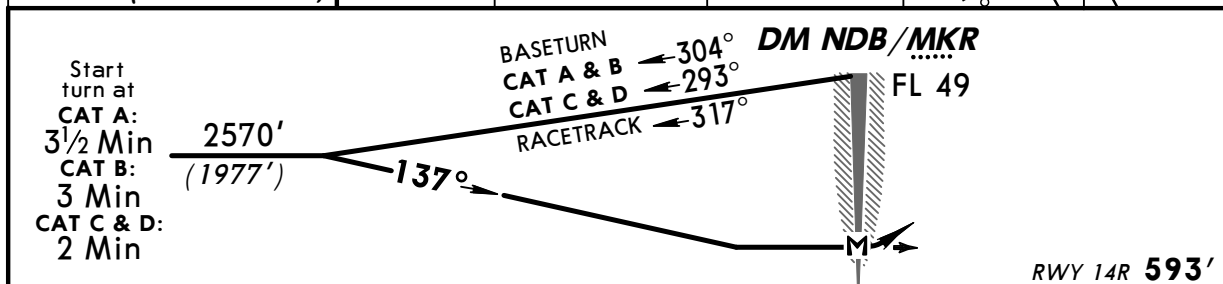
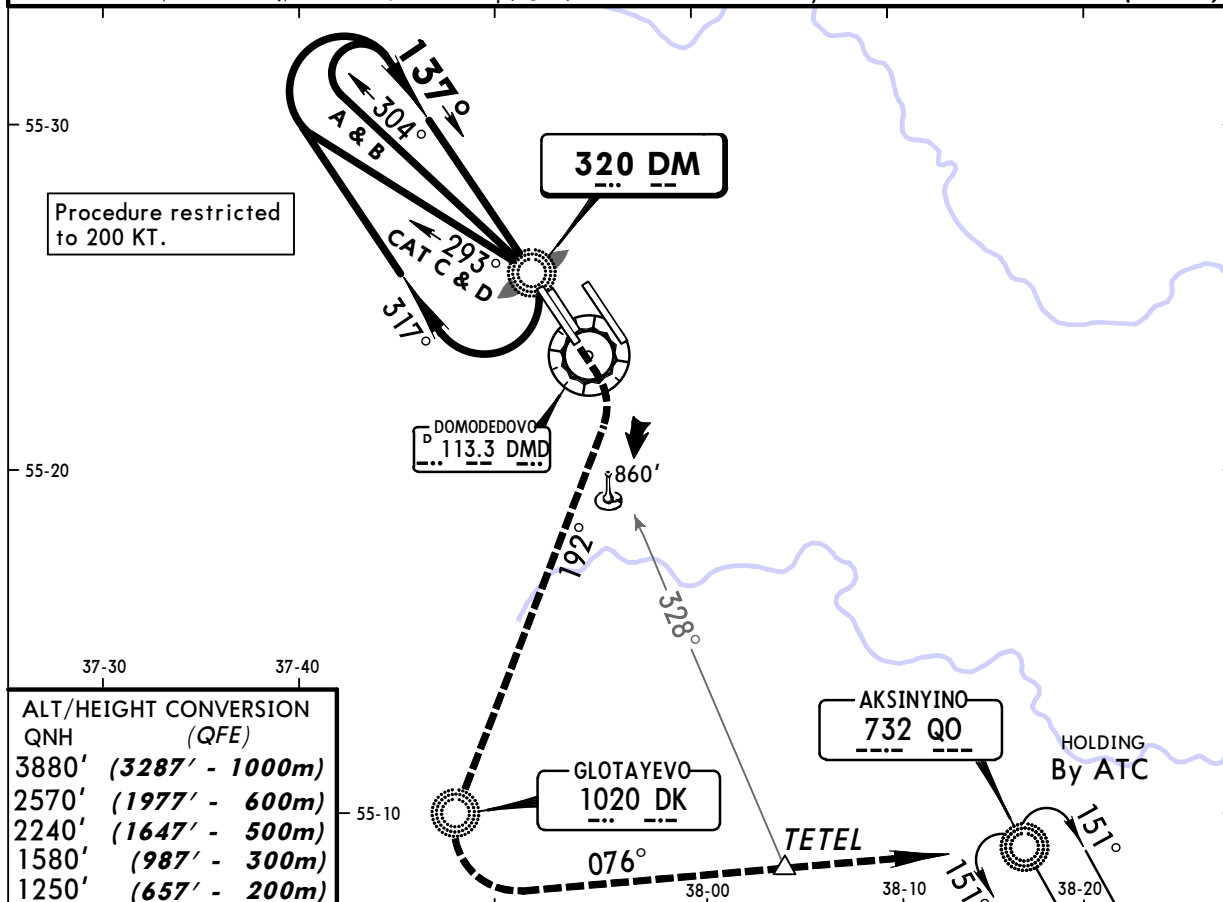
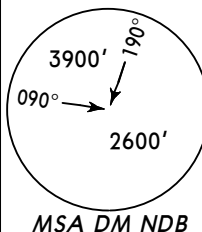
**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
17 JUL 09  
**Eff 30 Jul** (36-1)

**MOSCOW, RUSSIA**  
**NDB Rwy 14R**

BRIEFING STRIP

ATIS <b>128.3</b> (Russian <b>122.95</b> )	DOMODEDOVO Approach <b>120.6</b>	DOMODEDOVO Radar <b>127.7</b>	DOMODEDOVO Tower 1 <b>118.6</b>	Ground <b>119.0 123.75</b>
NDB DM <b>320</b>	Final Apch Crs <b>137°</b>	Minimum Alt No FAF	MDA(H) <b>1290' (697')</b>	Apt Elev <b>593'</b> RWY <b>593'</b>
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1580' (987'), then turn RIGHT onto 192° climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2570' (1977'), or as directed. At 1250' (657'), immediately contact RADAR.				
Alt Set: MM (hPa on req)    QNH on req ( <b>QFE</b> )    Trans level: By ATC    Trans alt: 3880' ( <b>3287'</b> )				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1580' (987')	192°	2240' (1647')	DK 1020
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI	↑	RT		
MAP at DM NDB/MKR											

STRAIGHT-IN LANDING RWY 14R							
MDA(H) 1290' (697')							
ALS out							
A	1200m		RVR 1500m				
B			VIS 1600m				
C	2400m		3200m				
D	3200m		3600m				

PANS OPS

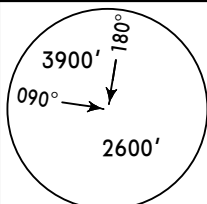


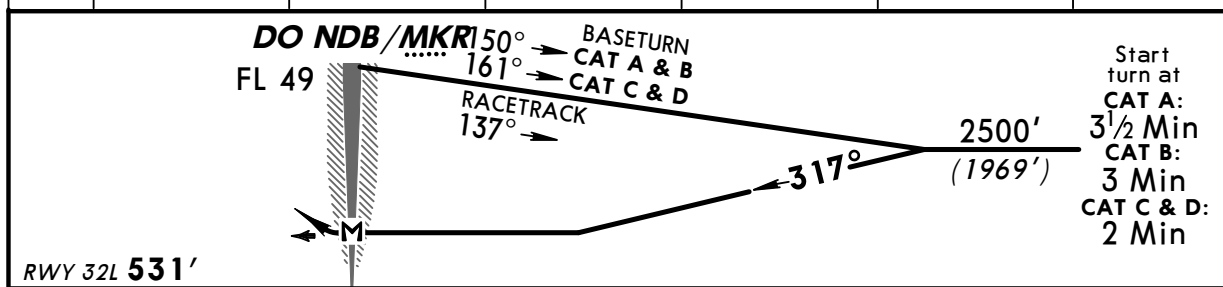
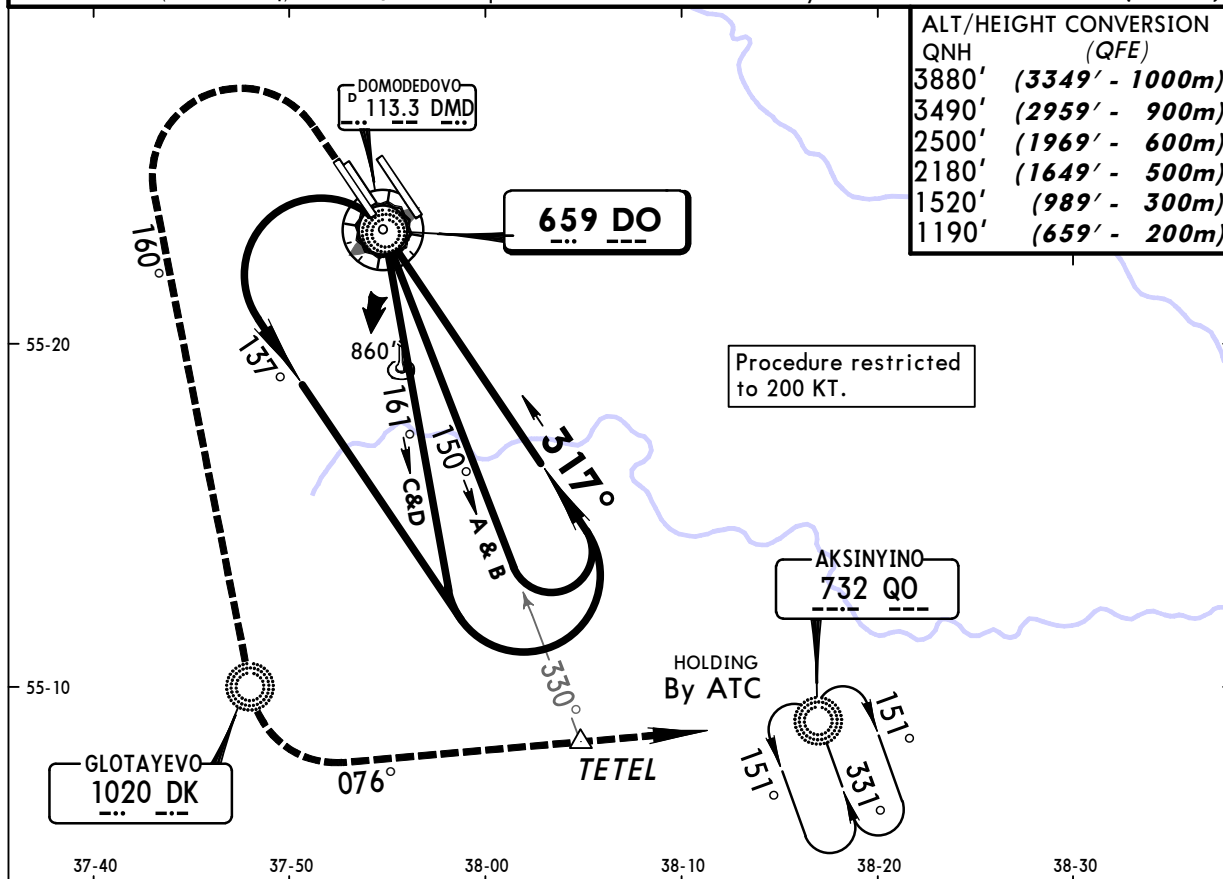
**UDD/DME**  
**DOMODEDOVO**

**JEPPESSEN**  
17 JUL 09  
**Eff 30 Jul** (36-2)

**MOSCOW, RUSSIA**  
**NDB Rwy 32L**

BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75
NDB DO <b>659</b>	Final Apch Crs <b>317°</b>	Minimum Alt No FAF	MDA(H) <b>1220' (689')</b>	Apt Elev <b>593'</b> RWY <b>531'</b>
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1520' (989'), then turn LEFT onto 160° climbing to 2180' (1649') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2500' (1969'), or as directed. At 1190' (659'), immediately contact RADAR.				 MSA DO NDB
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 3880' ( <b>3349'</b> )	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1520' (989')	160°	2180' (1649')	DK 1020
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI				
MAP at DO NDB/MKR											

STRAIGHT-IN LANDING RWY 32L							
MDA(H) 1220' (689')							
ALS out							
A	1200m		RVR 1500m VIS 1600m				
B							
C	2400m		3200m				
D	3200m		3600m				

PANS OPS